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Todd's Landing - Annapolis, Maryland The City Dock Redevelopment Plan

Mark Gerard Clancy
Clemson University

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TODD'S LANDING

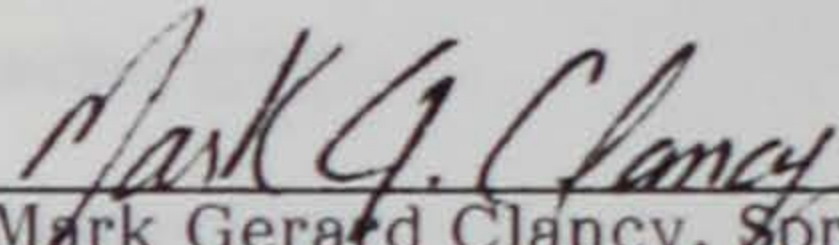
ANNAPOLIS, MARYLAND

THE CITY DOCK REDEVELOPMENT PLAN

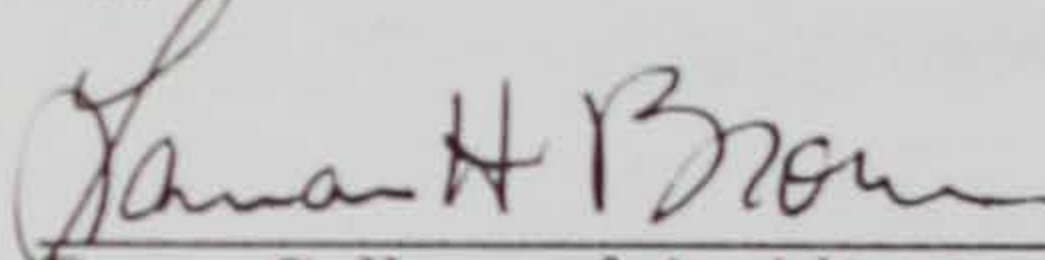
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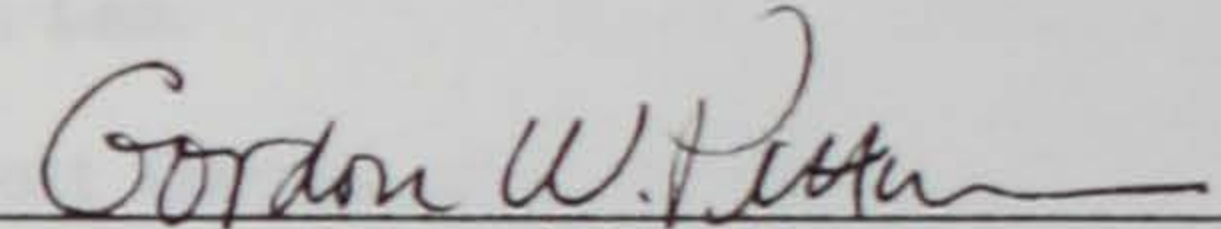
Mark G. Clancy

A terminal project submitted to the faculty of the College of Architecture,
Clemson University, in partial fulfillment of the requirements for the degree of
Master of Architecture.

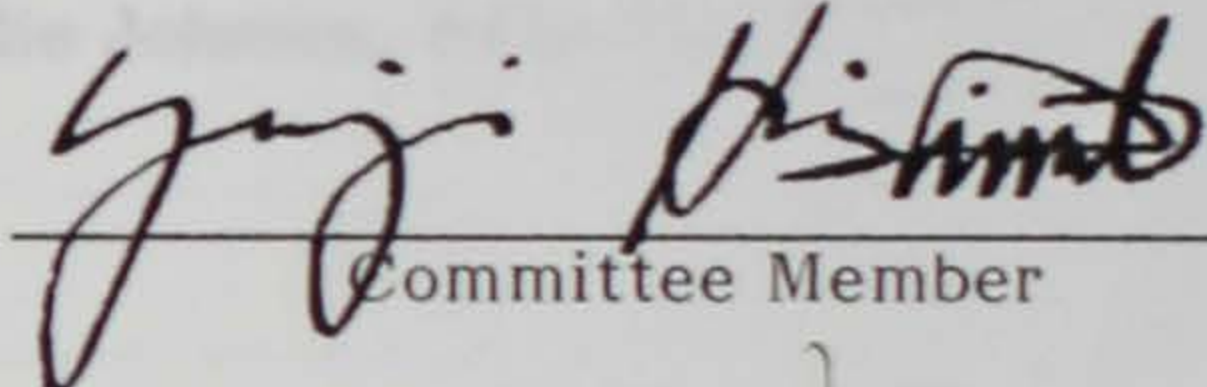

Mark Gerard Clancy, Spring 1986

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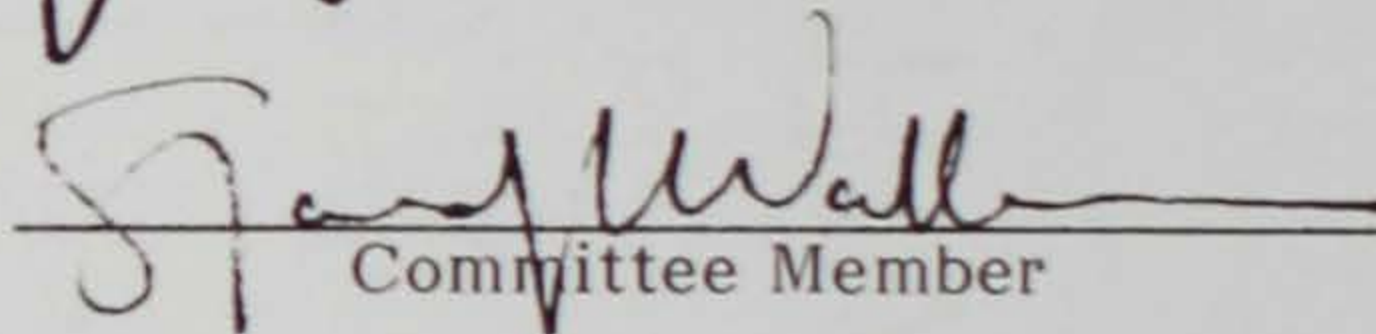

Dean, College of Architecture


Committee Member


Head, Dept. of Architectural Studies


Committee Member


Committee Chairman


Committee Member

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Table of Contents

	Page
Introduction	1
1. Project Description	4
2. Annapolis, Maryland	7
The Environs	8
Origins and Growth	9
The City Today	11
3. Tourism	14
Definition	15
The City and Tourism	18
Tourism Management	19
Case Studies	20
4. The Naval Academy	25
History	26
City Interface	32
Public Activities	33
5. The Historic District	34
Description	35
Components	35

Development Recommendations	37
6. The Dock Area	38
Background	39
Critical Elements	39
7. Waterfront Architecture	42
Introduction	43
Harbourplace	44
Hastings Pier	45
Portofino	45
8. Planning Components	46
Introduction	47
U.S. Navy	48
Historic City	49
Common Facilities	50
9. Maritime Museum Program	53
Exhibit Description	54
Space Requirements	55
Functional Relationships	56
10. Officers Club Program	57
Activity Description	58

Space Requirements 59

Functional Relationships 60

11. Design Solution

12. Resources

Before I built a wall I'd ask to know
What I was walling in or walling out,
And to whom I was like to give offense,
Something there is that doesn't love a wall,
That wants it down. I could say "Elves" to him,
But it's not this exactly, and I'd rather
He said it for himself. I see him there,
Bringing a stone grasped firmly by the top
In each hand, like an old-stone savage armed.
He moves in darkness as it seems to me,
Not of woods only and the shade of trees.
He will not go behind his father's saying,
And he likes having thought of it so well
He says again, "Good fences make good neighbors."

from "Mending Wall" by Robert Frost

INTRODUCTION

INTRODUCTION

Growing up in a small town just outside of Annapolis, Maryland, has given me the opportunity to watch the city grow and change. I have always been amazed at how the most of Annapolis has been able to maintain its colonial charm and tight knit cohesion in the face of pressures for economic expansion and increased tourism. An exception is found in the waterfront area. In years past the focus of life in this port city, it is now devoted principally to car parking.

The redevelopment of the Annapolis harbor as a terminal project came largely as a result of two recent events. In the summer of 1985 the Fleet Reserve Club and Fawcett's Boat Supply Store, in collaboration with the New York architectural firm of Michael Graves and Associates, applied for a zoning change for their portion of the City Dock. This change would allow them to remove their existing structures and build a single new facility without providing additional parking. Although the proposal was rejected, it did focus attention on the dock area.

Later the same year, the City of Annapolis published The Annapolis Comprehensive Plan. It outlined some of the traffic and parking problems on the City Dock and called for a design competition to give new use to the vacant recreation building adjacent to the City Dock. Rather than dealing with vacant buildings in a piecemeal fashion, it occurred to me that the city's best interests would be served if a comprehensive master plan for the dock were undertaken.

Furthermore, it became apparent that with a limited number of acquisitions, the City of Annapolis could become sole owner of waterfront property around the dock, an ideal position from which to implement change. The presence of the Hilton Inn poses the greatest deterrent to this scheme, however, history has shown that public pressure applied over time has the capacity to cause change.

The primary intent of this project is not to effect change for its own sake. Rather it is to learn from the past and the people of Annapolis how to recall the quality of space and vitality of purpose that once characterized the harbor area and reinterpret it in a manner to meet the needs of Annapolis today.

PROJECT DESCRIPTION

THE PROJECT

Change

Over the past three centuries, Annapolis, Maryland has grown from its origins as a sleepy Chesapeake Bay fishing village into the thriving metropolitan city that it is today. Since 1950, the city's population has grown from 10,000 to more than 30,000 occupants. The character of the waterfront has also changed dramatically, as both Annapolis and the adjacent Naval Academy have reclaimed large portions of land from the Severn river. Tourism has become the city's leading industry and primary source of revenue. It has been this influx of visitors that has provided Annapolis its greatest opportunity, but also its greatest problems.

Tourism

The recent increase in tourism can be attributed to several factors. The preservation movement in America and the founding of Historic Annapolis, Inc., in 1952, did much to save the city's architectural heritage and renew interest in its eighteenth century character. Fading memories of Viet Nam and the resurrection of national pride have generated interest in the military and its institutions. Finally the popularity of recreational boating and sailing among young professionals coupled with the city's strategic location on the intracoastal waterway has placed the Annapolis area docks at the forefront of the sport.

Problems

The economic impact of tourism on Annapolis has been an asset, yet associated with the increased wealth have been many problems. These can be classified as either environmental or social. Environmental problems include excessive wear



on the city's sensitive, brick paved streets and an accumulation of litter due to an inadequate sanitation program. Social problems include insufficient parking for cars and lodging for people, traffic congestion, friction between residents and visitors, and overcrowding of public areas. The city has perhaps encouraged some of these problems through an inappropriate use of its waterfront.

Historically the relationship of Annapolis to water has been the source of its very existence. However, what was once an open, active port has been infilled to the extent that today its water element has been reduced to a narrow slip. This reclaimed land has been used for a variety of functions including a hotel, naval officers' club, a boat supply store, and several parking lots. A reevaluation of the use of its waterfront may be expected to play an important part in the city's response to the impact of tourism.

Proposal

The purpose of this terminal project is to determine the means by which the City Dock area may better serve both visitors and residents while enhancing the historic character of this part of the city. Initial predesign efforts will be concerned with examining the city and preparing design criteria. This will be followed by plan proposals and architectural development of selected buildings.

ANNAPOLIS, MARYLAND

THE ENVIRONS

Vicinity

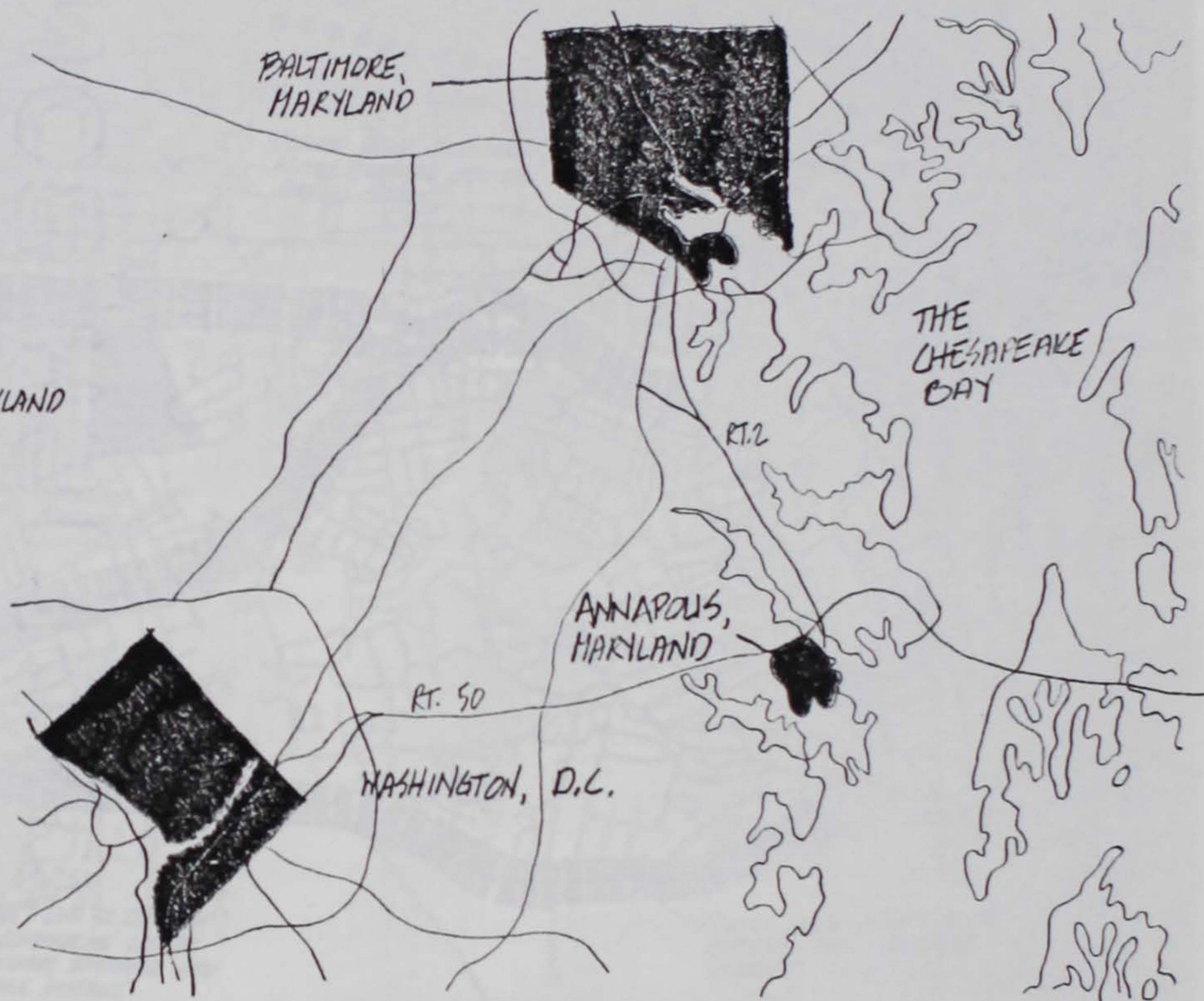
Annapolis is located in Anne Arundel County in the State of Maryland. It is within an hours' drive of both Washington, D.C., the nation's governmental capital, and Baltimore, Maryland, the state's commercial capital. There are currently three regional planning districts within a ten-mile radius of Annapolis. These are Broadneck to the North, Epping Forest to the West, and Hillismere to the South. These districts represent the most rapidly growing segments of Anne Arundel County.

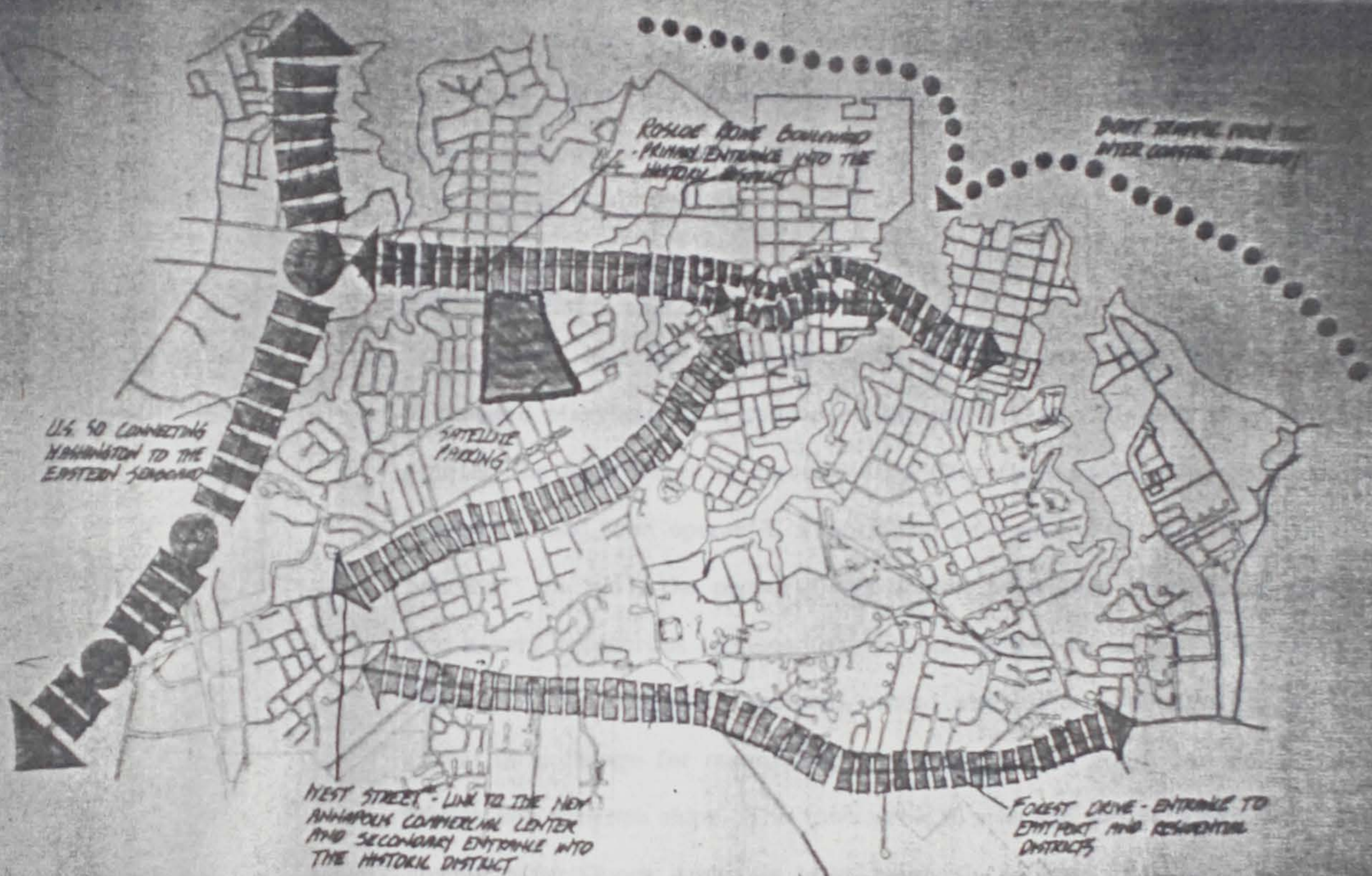
Access

Annapolis is accessible by several modes of transportation. Route 50 is the major East West highway and motorists from the North usually enter the city via route 2. Air traffic is served by the Baltimore/Washington International Airport located just twelve miles to the Northwest. Many visitors arrive by boat as Annapolis is located at the mouth of the Severn River on the Chesapeake Bay.

The Bay

Annapolis enjoys a privileged position on the Western shore of the bay. The Chesapeake is the nation's largest estuary and its delicate balance of salt and fresh water is home to a variety of marine life including an abundant supply of oyster and blue crab. Its diverse shoreline of cliffs, rolling hills, and marshes is in turn home to thousands of migrating Canadian Geese and Blue Heron during the colder winter months.





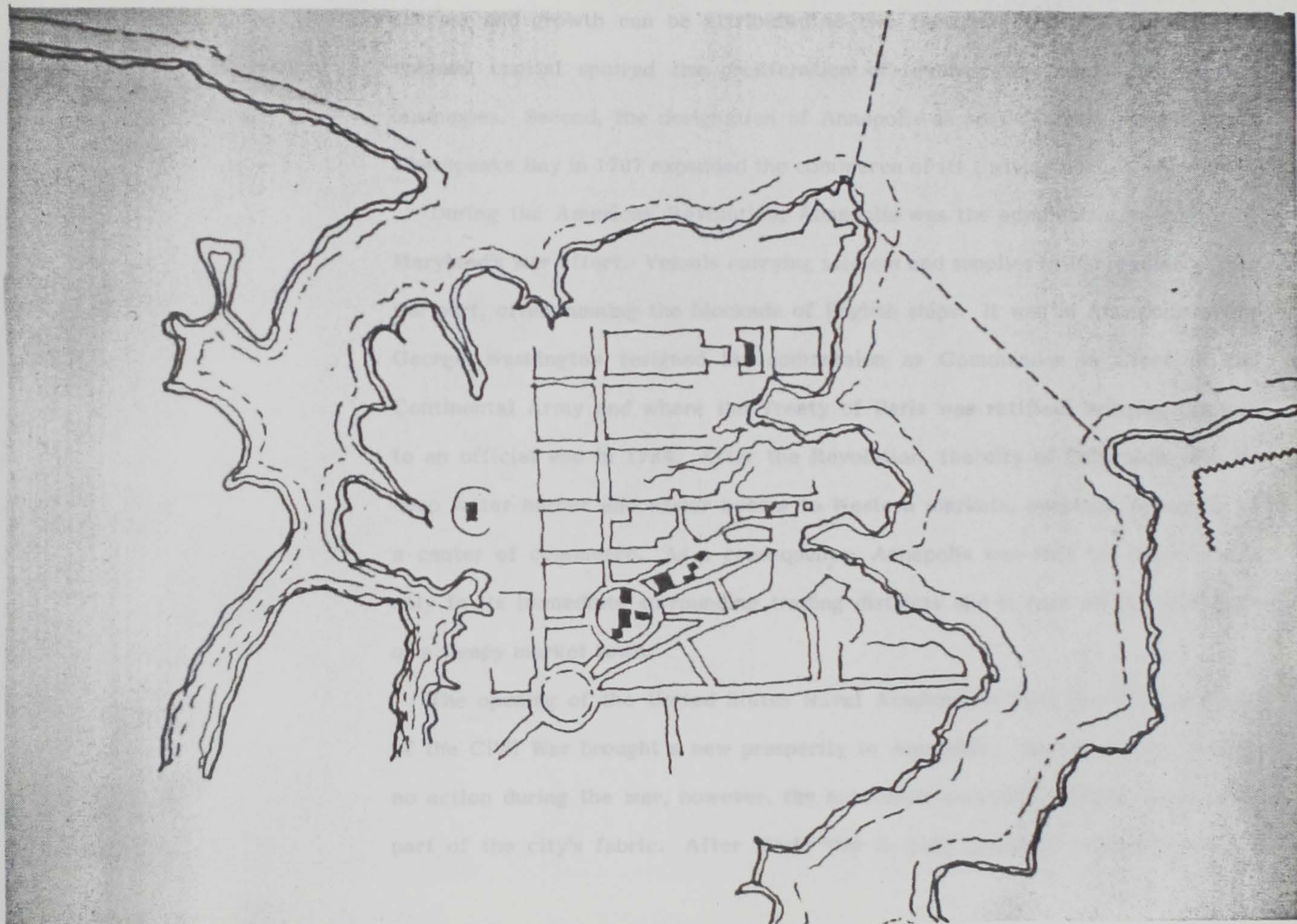
ANNAPOLIS—MOVEMENT SYSTEMS

Climate

The climate of Annapolis is varied. Winters can sometimes be quite cold and an occasional snowstorm during the months of January and February is not uncommon. The summers in Annapolis are rather hot and humidity levels frequently reach 90% during the month of August. However, these summer extremities are frequently offset by prevailing breezes which come across the bay from the East.

ORIGINS AND GROWTH

Annapolis had its beginnings back in 1633 when the Calverts in England envisioned Maryland as a sanctuary for persecuted Catholics they subsequently granted the area which is currently the City Dock to Mr. Thomas Todd for this purpose. Todd soon opened a shipbuilding yard and christened the tract "Todd's Landing." In 1657, the property was bought by Robert Proctor. It slowly grew into a very prosperous tobacco shipping port and became known as the "Town at Proctors." In addition to tobacco, wheat and pig iron became the port's main export in exchange for manufactured articles, luxury goods and slaves carried in British and Scottish ships. The town grew in size and was renamed "Anne Arundel Towne" after Queen Anne. In 1694, primarily because of its location on the bay, the city was designated as the capital of Maryland, and was renamed Annapolis after Princess Anne, the sister of Queen Mary.



As it moved into the eighteenth century, Annapolis prospered. Its early success and growth can be attributed to two factors. First, its position as a colonial capital spurred the proliferation of taverns, inns, and small service businesses. Second, the designation of Annapolis as port of entry for the upper Chesapeake Bay in 1707 expanded the commerce of its thriving port.

During the American Revolution, Annapolis was the administrative center of Maryland's war effort. Vessels carrying soldiers and supplies sailed regularly from the port, often running the blockade of English ships. It was in Annapolis where George Washington resigned his commission as Commander in Chief of the Continental Army and where the Treaty of Paris was ratified, bringing the war to an official end in 1784. After the Revolution, the city of Baltimore with its deep water harbor and easier access to Western markets, overtook Annapolis as a center of commerce. As a consequence, Annapolis was able to maintain ties only to its immediate surrounding trading districts and it took on the character of a sleepy market town.

The opening of the United States Naval Academy in 1845 and the beginning of the Civil War brought a new prosperity to Annapolis. The town saw virtually no action during the war, however, the academy's presence became an accepted part of the city's fabric. After World War II, both state and local government

separated considerably and it became obvious the city was in danger of losing its
cultural heritage. Under the leadership of Frank Meyer and his Local 25



ANNAPOLIS - PHYSICAL ANALYSIS

expanded considerably and it became obvious the city was in danger of losing its architectural heritage. Under the leadership of Frank Mayer and his Local Improvement Society, a preservation movement was begun. In 1952, Historic Annapolis was founded and downtown Annapolis became a registered National Historic Landmark District in 1966.

ANNAPOLIS TODAY

Waterfront City

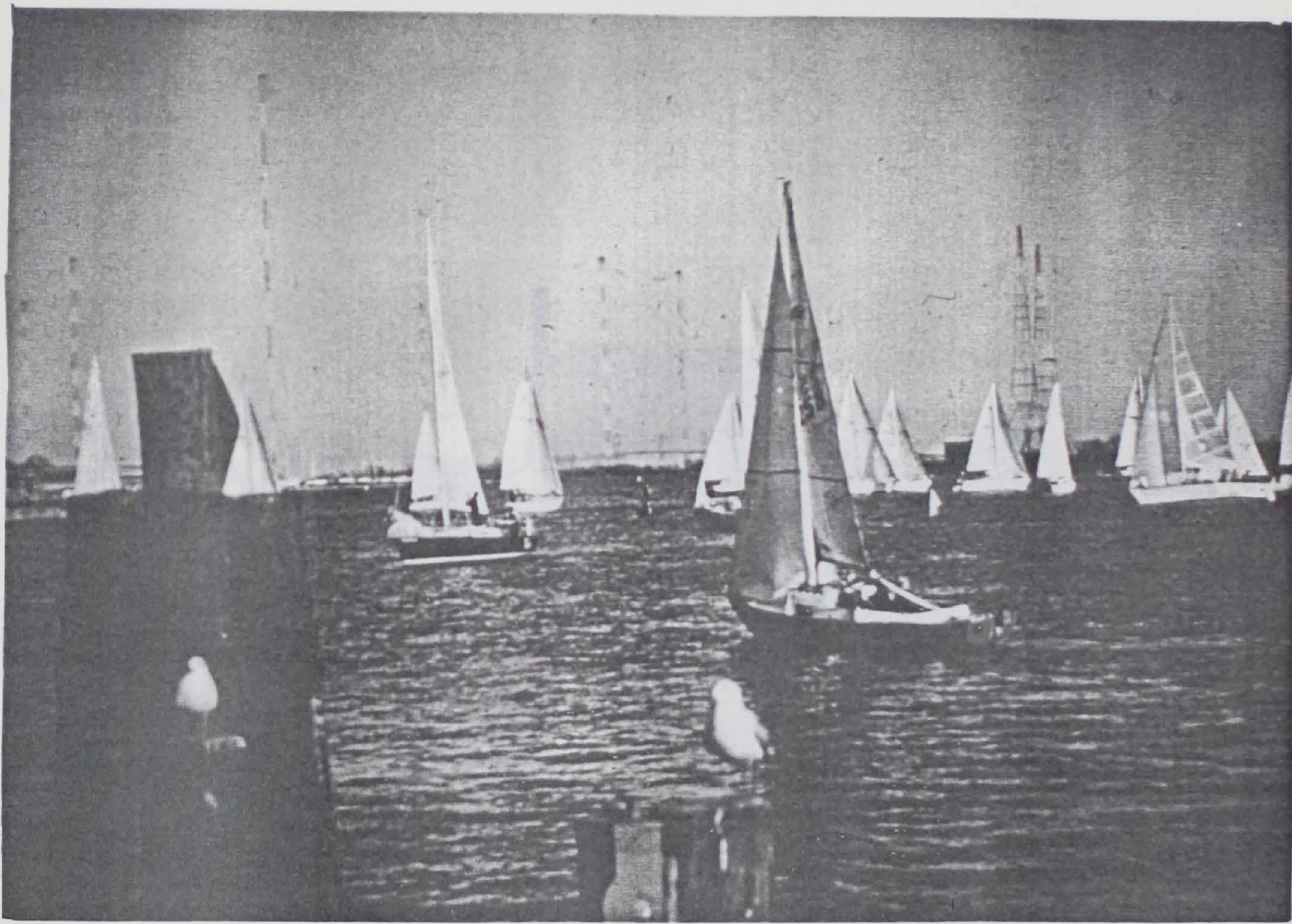
Annapolis is, at present, an exciting, dynamic city with many diverse offerings for a wide variety of interests. It is foremost a waterfront city. With eighteen miles of waterfront on the Severn River and four of its tributaries, water is an immediate reality to all who reside in, work in, or visit the city. Residents speak of a great need and desire to be near the water. Many people experience the bay first hand by taking one of several tours that leave daily from the City Dock.

Boating Capital

Sometimes called the boating capital of the East coast, Annapolis is certainly the major pleasure boating center on the Chesapeake. It attracts large numbers of boats to its tributaries, while numerous repair facilities and supply stores dot its shores. Annapolis is home to an annual boat show which brings in over 100,000 visitors yearly.

Colonial Center

Annapolis remains as one of the few substantial colonial centers which have not been drastically rebuilt and altered over time. As a result the flavor of the eighteenth and early nineteenth centuries permeates the town. Citizens have a





strong sense of pride in their town and demonstrate this by periodically dressing in colonial attire as a reminder of their place in American history. There are walking tours of the city's historic district which leave several times daily from the State House grounds.

Institutional Center

Today Annapolis remains a major government and institutional center. It is the capital of the state of Maryland and seat of Anne Arundel County. It is also the site of two educational institutions: St. John's College and the United States Naval Academy. Both these institutions, along with various levels of government, take part in the city's fine patriotic traditions. St. John's assumes an active role in the organization of the Summer Arts Festival, while the academy band performs frequently on the City Dock.

Neighborhoods

Annapolis is also a city of residential neighborhoods, each with its own special identity. These neighborhoods provide a relaxing life-style for many who hold jobs in Washington or Baltimore. Other residents prefer the city for its social life. Still others find Annapolis to be an excellent location for a summer home. The bay area is also becoming popular as a place for retirement.

Growth

Annapolis has become a focus for new commercial development in Maryland. Desire for growth generally exceeds what can readily be accommodated on available land within the city. However there are a number of city areas in need of revitalization. Recently growth has been slowed down as each new proposal



has been carefully scrutinized to assure proper fit in the sensitive environment of Annapolis.

Tourism

Finally, Annapolis is a city for tourists. During the summer the visitor population can exceed the resident population. While a majority of visits originate from the Eastern seaboard, tourists from across the country and around the world enjoy the experience that Annapolis affords. It is perhaps this aspect of the city that gives Annapolis its present day vitality. The same kind of vitality that must have been present in this bustling port of colonial times.

TOURISM

DEFINITION

What is tourism? It has been formally defined as "the complex systems of relationships and phenomena arising out of the journeys and temporary stays of people traveling primarily for leisure or recreational purposes."

Who are tourists? They can be those seeking the beautiful, the exciting, or the authentic. They may have a desire for a deeper involvement with a different culture. Or they may be people searching for a society which offers greater rewards than their own affords.

Resources

Tourism may be more easily understood by looking at its resources. These are broken down into two categories; those that attract the tourist and those that serve the tourist.

Attractions:

A. man-made

architecture and gardens

activities and sports

archaeology

B. natural

landscape (mountains, rivers, lakes)

seascape

C. cultural

ethnic

religious

regional

Services:

A. transportation

airlines

railways

waterways

roads

B. accommodations

hotels

motels

inns

resorts

campgrounds

family or friends

C. support services

retail stores

restaurants

D. infrastructure

public utilities (electricity, gas)

waste treatment (trash, sewage)

security services (police, doctors)

transport infrastructure

These attractions and services interact in a wide variety of ways to meet the needs and desires of today's tourist. Examples include the coastal resorts of Acapulco and Cancun, the Alpine resorts of Switzerland and Colorado, the entertainment parks of Disneyland and Six Flags, and historic cities such as Venice, Jerusalem, Williamsburg, and Charleston. The success of each of these developments is directly proportional to the level of control of tourist impact.

Impact

In the past tourist impact was frequently measured only in economic benefits. Tourism was heralded for the employment opportunities it provides and the associated benefits of foreign currency exchange. It wasn't until recent years that impact assessment began to include environmental and sociocultural considerations. Studies also indicated that tourism could destroy traditional economic life-styles, cause inflation, and create an unavoidable dichotomy between host and guest.

THE CITY AND TOURISM

Make-Up

While no specific data pertaining to tourism has been collected by the city of Annapolis, it is apparent that tourist numbers are increasing. A look at attendance counts for individual attractions is very informative. On a yearly basis, 1,000,000 people visit the Naval Academy, 145,000 visit the State House, and 100,000 attend a session of the academy's sailing school. In addition, over 100,000 people participate in the annual Annapolis Boat Show.

Affect

Tourism has affected the city in many positive ways. Several historic homes have been restored with funds obtained from visitors to the city. Tourism has also made many residents appreciate more fully the value of their homes. This value can be translated monetarily into higher property values. Additionally, tourism has provided Annapolis with an abundance of entertainment and retail establishments that were previously not in the community.

Young Visitor

The tourist profile has been changing in recent years however. A majority of the city's current visitors live within a one hours' drive of Annapolis and stay for a relatively short period of time. A survey carried out as part of the Annapolis Conservation Business District Plan of 1979 suggests that visitors are increasingly younger, less affluent, making fewer large purchases, spending a larger portion of expenditures on entertainment and food, making more frequent visits and are generally noisier and less well behaved.

Young visitors have found that Annapolis has more to offer than its much heralded historic attractions. To them, Annapolis provides the perfect setting within which to see and be seen. It has those qualities that one associates with a boardwalk or commercial strip with its variety of restaurants and bars as well as ice cream parlors and pizzerias. Main Street also contains a variety of high quality clothing stores as well as galleries and art stores designed to attract those visitors more oriented to the city's traditional values.

TOURISM MANAGEMENT

Definition

Tourism management involves direction and control of tourism development. Proper management can influence all the aspects of tourism impact on a city. It can help enhance the visitor's experience and control the quality of tourist space. Tourism management can also increase the assets and decrease the liabilities of tourism.

Implementation

Experience has show that a tourism management program is usually best implemented at the municipal level where several techniques and principals can contribute to an effective program. Foremost in importance is to determine the limit beyond which growth should not take place, or the "carrying capacity" of an area. This is often difficult to determine, and it is generally advisable to keep development on a small scale. Secondly, economic gain from tourism should always assure a higher quality of life for city residents. It is therefore important

to include public participation in the management process. Thirdly, while providing tourist amenities it is important to avoid taking away things that are valued by the community. As might be expected, this is especially important when dealing with tourism in an historic city.

CASE STUDIES

Historic cities have dealt with tourism in many different ways. Jerusalem is an example where the implementation of a tourist management program came almost too late. In recent years, the skyline has been broken and irreplaceably marred by high rise hotels, each being designed to give the tourist a panoramic view of the city. In Venice, the city's entire historic center was turned into a pedestrian precinct. Water offered a natural restraint to vehicular traffic, but in turn has developed problems of its own because of the increased use of power boats.

Two historic American cities and their dealings with tourism are of particular interest to the Annapolis situation. The vanished provincial capital of Williamsburg, Virginia, was rebuilt as a museum piece and its management of tourism is handled with Disneyland style efficiency. Charleston, South Carolina, is an historic city which is just now coming to grips with its tourism problems. Its reputation for Southern hospitality along with well preserved eighteenth

century homes has made it a very popular place to visit. The similarities of both Williamsburg and Charleston to Annapolis merit these cities further study.

Williamsburg

Williamsburg was the capital of Virginia in colonial times. In the late eighteenth century Thomas Jefferson had the state government moved to Richmond and Williamsburg all but perished. Nearly two centuries later, John D. Rockefeller, Jr., donated money to have the city restored to its original form. Today it stands as a near perfect replica of its original self. The Williamsburg of today, however, is no longer a living, working community. It exists solely for the purpose of preservation and tourism.

Within this environment, tourism in Williamsburg is managed in an efficient and orderly manner. Buildings serve their original colonial functions and employees dress in period garb creating the illusion that life is continuing much as it did in earlier times. The city's streets have been closed to outside vehicles. The majority of visitors park outside of town, and proceed to a welcome and orientation center where films and exhibits depicting colonial life can be viewed. Transportation between this center and the historic district is then provided by shuttles. While this type of tourism management works very well in Williamsburg, it is important to remember that the city exists solely for tourism. Annapolis, on the other hand, is a viable working community of today.



Charleston

The city of Charleston has a number attractions. In addition to viewing its historic residences, over half of its visitors spend some time in the City Market. The Battery and White Point Gardens are visited by nearly as many. A good number of tourists visit Charleston simply to sample its fine homestyle cooking.

Traditionally Charlestonians have welcomed visitors to their city. The tourist was afforded a warmth and friendliness giving Charleston its reputation for genuine Southern hospitality. However, as the numbers increased, many residents felt their lifestyles were being infringed upon and they became reluctant to share their city, much less their homes with tourists. Nonetheless, Charleston stood to gain economically from tourism and promotion of the city at a national level continued.

There are two sides to the debate over the impact of tourism in Charleston. Economic benefits have restored homes, raised property values, and enhanced the quality of commercial and entertainment establishments in the community. On the other hand, prices have become inflated, and the increased value of real estate has caused taxes to rise. Thus, it became more expensive to live in the historic district. Many residents also questioned the desirability of having restaurants, bars, and discos in their neighborhood. More difficult to describe was an unbecoming alien atmosphere in the streets principally during the peak tourist season in April and May. The negative environmental impact of traffic



congestion, exhaust emissions, noise, air and water pollution, and trash and horse dung on the streets, did the most to alarm residents of the need for action.

In 1983, the City Council amended Chapter Six of the Code of the City of Charleston with a tourism ordinance. The ordinance stated that the "responsibilities of tourism management are of sufficient scope and complexity to justify a separate ordinance and organizational entity." It further acknowledged that "the numbers of unregulated tour vehicles and other commercial vehicles entering the city of Charleston for the purpose of touring the historic district are having adverse effects. The intent of this ordinance is to maintain, protect, and promote the tourism industry." A tourism commission was created which consisted of eleven members appointed by the mayor along with an Office of Tourism to oversee the enforcement of such provisions. It is too early to evaluate the effects of tourism management in Charleston, however, the city has taken a first step towards solving its problems.

Conclusions

Studying tourism in other cities has brought to light issues to consider in ensuring the proper management of tourism in Annapolis. (1) A plan addressing urban space and movement is necessary. City access and egress needs to be studied as do its borders and edges. (2) A welcome and orientation center should be established in the Historic District. The center would serve as a bridge between host and guest, providing information and establishing behavior guidelines

to be followed in residential areas. (3) The city's transportation network needs to become coordinated with tourist needs. The satellite parking system in Annapolis should be complimented by additional parking downtown. (4) A dialogue between the city's two major attractions, the Historic District and Naval Academy, should be encouraged. Both psychological and physical walls dividing the two must be broken down.

THE NAVAL ACADEMY

HISTORY

The history of the U.S. Naval Academy is replete with pride and tradition. Its development, however, took many years following the establishment of this country. After America won its independence from Britain, Congress abolished the Continental Army, citing it as an unnecessary expense, a breeding ground for aristocracy, and a temptation to foreign adventures. When U.S. merchant ships proved easy game for pirates, the need for a navy became apparent. An immediate problem became the training of officers.

The initial training program in America was patterned after the British Royal Navy where young men learned their profession in the school of experience—on board ships. Later, naval hero John Paul Jones recommended an academy at every American naval yard. Each naval vessel was to serve as a "little academy on board" to conduct practice exercises. Next, a combined military education system was suggested, where all future officers would initially attend a fundamental school (West Point) and then graduate into one of three chosen areas of expertise, engineering and artillery, infantry and cavalry, or the navy. However, it was the proposal of George Bancroft for a single land-based school to educate and train young men to become naval officers that was adopted.

"To this end it is proposed to collect the midshipmen who from time to time are on shore, and give them occupation . . . in the study of mathematics, nautical

astronomy, theory of morals, international law, gunnery, use of steam, the Spanish and French languages, and other branches essential to the accomplishment of a naval officer."

Fort Severn

On August 15, 1845, the naval academy was established on the site of old Fort Severn in Annapolis, Maryland. The site was chosen primarily because of the availability of its waterfront land and the presence of several unused buildings. Other reasons include its proximity to Washington, D.C., its midway location along the eastern seaboard, and its tranquil setting which would rescue midshipmen from "the temptations and distractions that necessarily connect with a large and populous city."

The original Fort Severn was built in 1808 on Windmill Point, the wedge-shaped peninsula where the Severn river empties into Annapolis Harbor. It was open to the water but enclosed on its shore sides by two brick walls which met at a right angle at the southwest corner of the grounds. Authorized entry was by means of a gate house located at the wall's intersection. The fort's defensive structure was circular, measuring 100 feet in diameter and 14 feet in height. There were seven other buildings within the fort's walls: the commandant's quarters, a row of officers' quarters, a hospital, and a bakery, plus small shops for the post sutler and blacksmith. These buildings subsequently became the initial structures employed by the Naval Academy at its inception.

Expansion

Shortly after the opening of the academy, it became apparent that expanded facilities would be needed. The first major growth came in the 1850s. This was marked by the acquisition of more land and the institution's gradual expansion into the Severn. Additional structures included a row of Midshipman's Quarters as well as a row of Faculty Quarters. The next significant expansion occurred in the 1860s following the Civil War. Strawberry Hill, on the opposite side of College Creek, was acquired, a new hospital was constructed, and the academy's tradition of erecting memorials to those who fell in war was begun. In 1895, plans for a massive reconstruction of the Academy were formed. It was determined that the Naval Academy should be an institution second to none and the well known New York architect Ernst Flagg was commissioned to develop an architectural and topographical master plan.

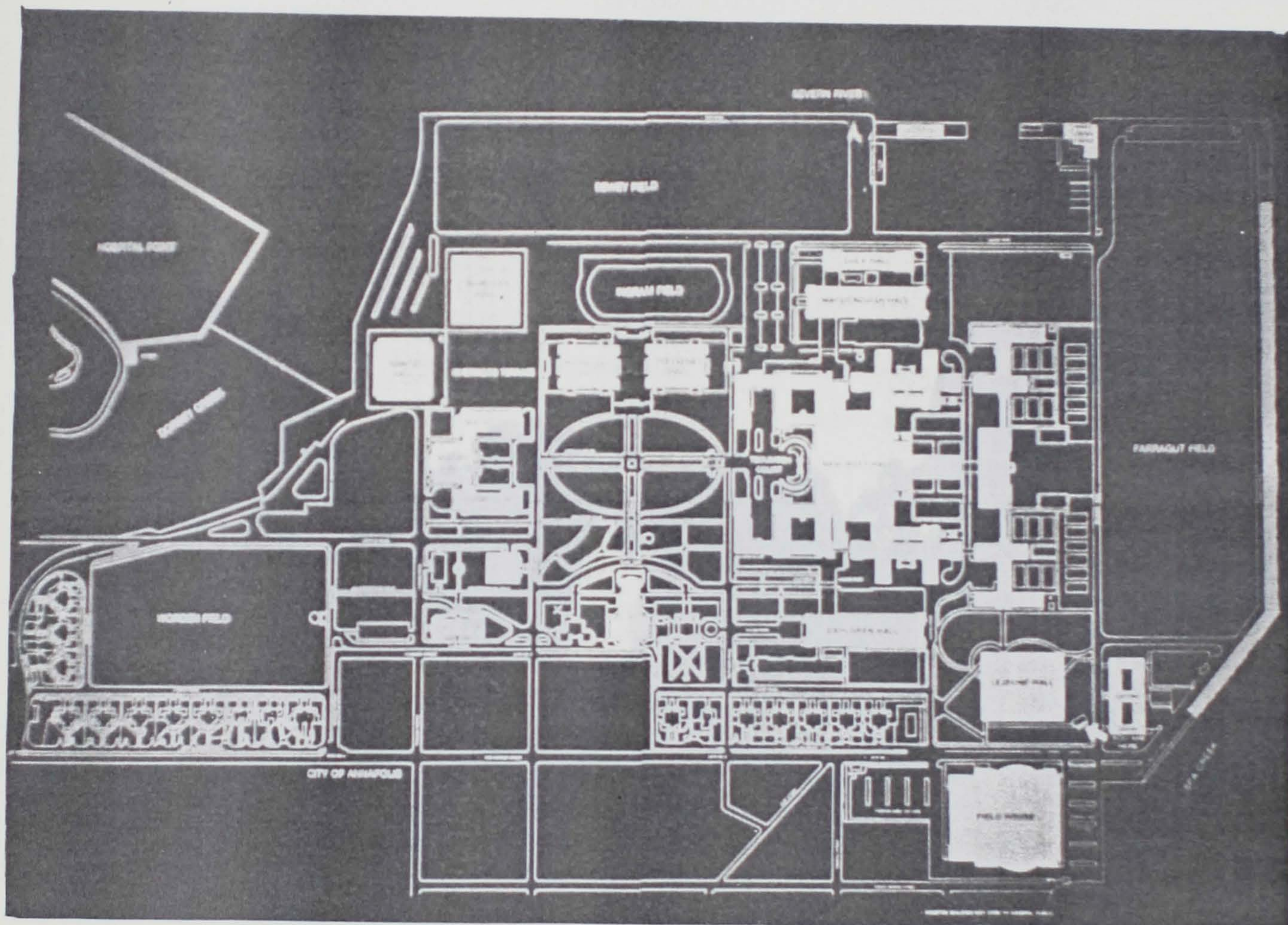
In 1899, work began on the Flagg proposal. Many old buildings were demolished and new buildings designed in a monumental French Renaissance Style took their places. These new buildings were unique in that many of them were designed to accommodate possible future expansion. A regrettable aspect of the new construction was that Fort Severn, originally scheduled for preservation as an historic monument, was demolished. Additional construction and expansion continued into the twentieth century and included the acquisition of a 771 acre farm in nearby Gambrills, Maryland, the construction of a naval boat repair

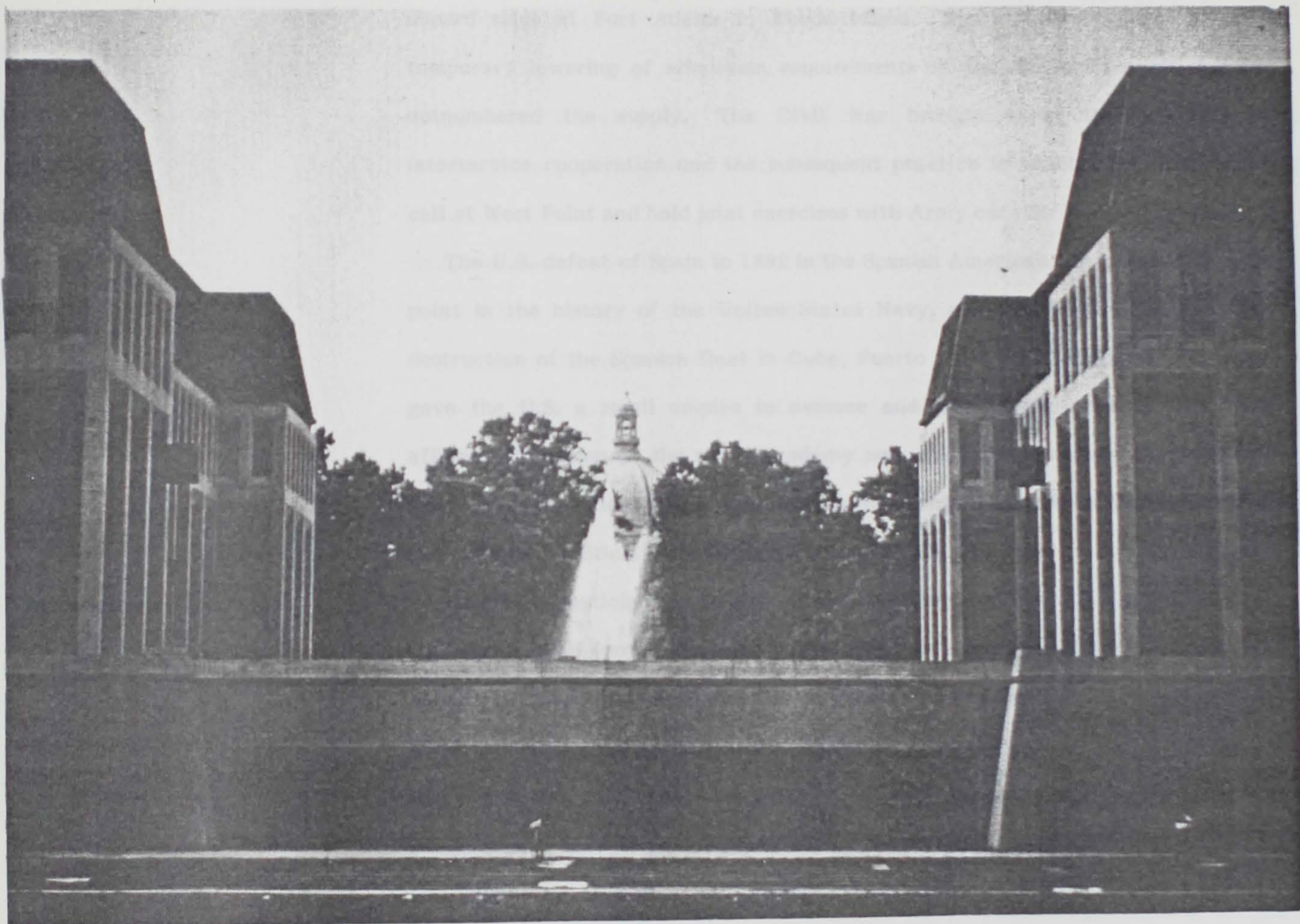
station on the opposite bank of the Severn, and the construction of a 158,000 square foot field house which occurred in 1954.

Plans for the academy's next expansion were conceived in 1962. These originally called for the acquisition of the three city blocks between Hanover and King George Streets. This plan was ultimately rejected, primarily because of strong pressures exerted by Historic Annapolis, Inc. In 1963, the architectural firm of John Carl Warnecke and Associates was retained to propose an alternate master plan. This plan proposed new construction on land that the academy already owned. The scheme was adopted the following year.

The dominant building of the Warnecke plan was a science and mathematics complex on the riverfront. Other major undertakings were the construction of an auditorium, followed by a new barracks for enlisted men, and the rehabilitation of Mahan, Sampson, and Maury Halls. By 1975 all elements of the plan were complete, including the construction of a new sailing center and student union.

The primary function of the U.S. Naval Academy has always been to train midshipmen to take on the role of leadership in the event of armed conflict at sea. It is only logical that the wars in which this nation has engaged have had the greatest impact on the history of the academy. The first American conflict following its founding was the Civil War. Maryland had strong southern sentiments at this time and it was felt that the academy should be moved to a





location further North. As a result, it was temporarily relocated both on land and aboard ships at Fort Adams in Rhode Island. The war also brought about a temporary lowering of admission requirements as the demand for officers far outnumbered the supply. The Civil War brought about the necessity of interservice cooperation and the subsequent practice in which Navy ships would call at West Point and hold joint exercises with Army cadets.

The U.S. defeat of Spain in 1892 in the Spanish American War caused a turning point in the history of the United States Navy, and the Naval Academy. The destruction of the Spanish fleet in Cuba, Puerto Rico, the Philippines, and Guam gave the U.S. a small empire to oversee and brought the country into world affairs. Expansion of the naval academy was coupled with public support for a first rate naval fleet. Theodore Roosevelt's public policy became "Walk Softly and Carry a Big Stick." The big stick was to be the U.S. Navy.

Inadequacies

American participation in both World Wars required the U.S. Navy to become a powerful naval force. The Second World War did much to point out the strengths as well as the inadequacies of the navy's officer training system. Although the academy had in the past provided leadership for most of America's victorious campaigns, the navy now had grown to twenty times its prewar size and the academy was able to provide only 5% of its officers. This shortage of officers was alleviated by calling up reserve officers and instituting a crash course in

officer training on the academy grounds. After the Second World War, the nation's officer training system was investigated and it was concluded that the academy program would be supplemented by a Naval Reserve Officers Training Corps (NROTC) located at civilian colleges and universities around the nation.

Education

The history of education at the academy is marked by a strict disciplinary system and a mixture of class instruction and physical training. The code of discipline evolved logically since obedience is an essential ingredient in success at war. In the early days of the academy, however, behavioral problems abounded. Drinking, gambling, breaking curfew, excessive hazing, and even dueling were infractions that were met with punishment and sometimes expulsion. In the 1850s, a demerit system was introduced. Midshipmen were required to wear uniforms, mandatory formations were introduced, gun crews and infantry drills were formed, and a hierarchy of officers was established.

Today these procedures, rules, and regulations continue to be enforced, giving the academy more the appearance of a military outpost than that of a college or university. However, the midshipman's schedule of course offerings is much like other educational institutions. The curriculum is no longer fixed and there is a choice of over 500 courses of study. Unlike earlier days when course work was constantly being interrupted for sea duty. The midshipman's training on board

ship occurs only during selected summers and the two years following graduation from Annapolis.

CITY INTERFACE

Benefits

The Naval Academy has had many positive effects on the city of Annapolis. The prestige associated with a great American military institution has rubbed off and Annapolis is intimately associated with the nation's naval history. The academy's physical presence, with its green open spaces and handsome architecture has helped to make the city a more pleasant place to live. Although the grandiose scale of its buildings seems foreign, the contrast offers a very unique and exciting spatial experience. Finally, the economic and employment opportunities that visitors to the academy have brought to Annapolis cannot be underestimated and these benefits have generally been appreciated by the city's residents.

Drawbacks

While the benefits have been great, there have also been drawbacks to the presence of the academy in Annapolis. The enormous amount of land that it occupies is untaxed, depriving the city considerable revenue. The contrast of scale that the academy has brought to Annapolis, while generally interesting can be overbearing as in the case of the field house, which detracts from the quality of space and character of the City Dock. The extensive masonry wall which separates the academy from the city is also a barrier that many residents find





unattractive. Despite these issues, the relationship that the city and the academy share is generally very good and each appears to be mutually supportive of the other.

PUBLIC ACTIVITIES

As a tax supported institution, the U.S. Naval Academy is very conscious of its image. It provides several activities for the public throughout the year. Naval athletic events are some of the academy's primary attractions. Most popular are basketball games played in Halsey Field House and football games played just outside the city's historic district in the Navy-Marine Corps Memorial Stadium. The Naval Academy bands perform many times throughout the year on the City Dock. The Blue Angels, a squadron of Navy fighter jets, periodically flies formations over the city. The Navy offers several sessions of its sailing school to both enlisted persons and civilians. The academy also hosts formal dances during the academic year at which ladies from Annapolis and its suburbs have traditionally been invited. All these activities are intended to elevate the navy's image and to enhance the public's awareness of its purpose.

THE HISTORIC DISTRICT

DESCRIPTION

Through the intense efforts of Historic Annapolis, Inc., the downtown area of Annapolis was designated as a registered National Historic Landmark District in 1966. This designation provided the district with legal protection against any unwanted encroachment. The boundaries of the district coincide very closely to the edges of the city's original seventeenth century plan. Within these boundaries lie all of the city's architecturally significant historic buildings.

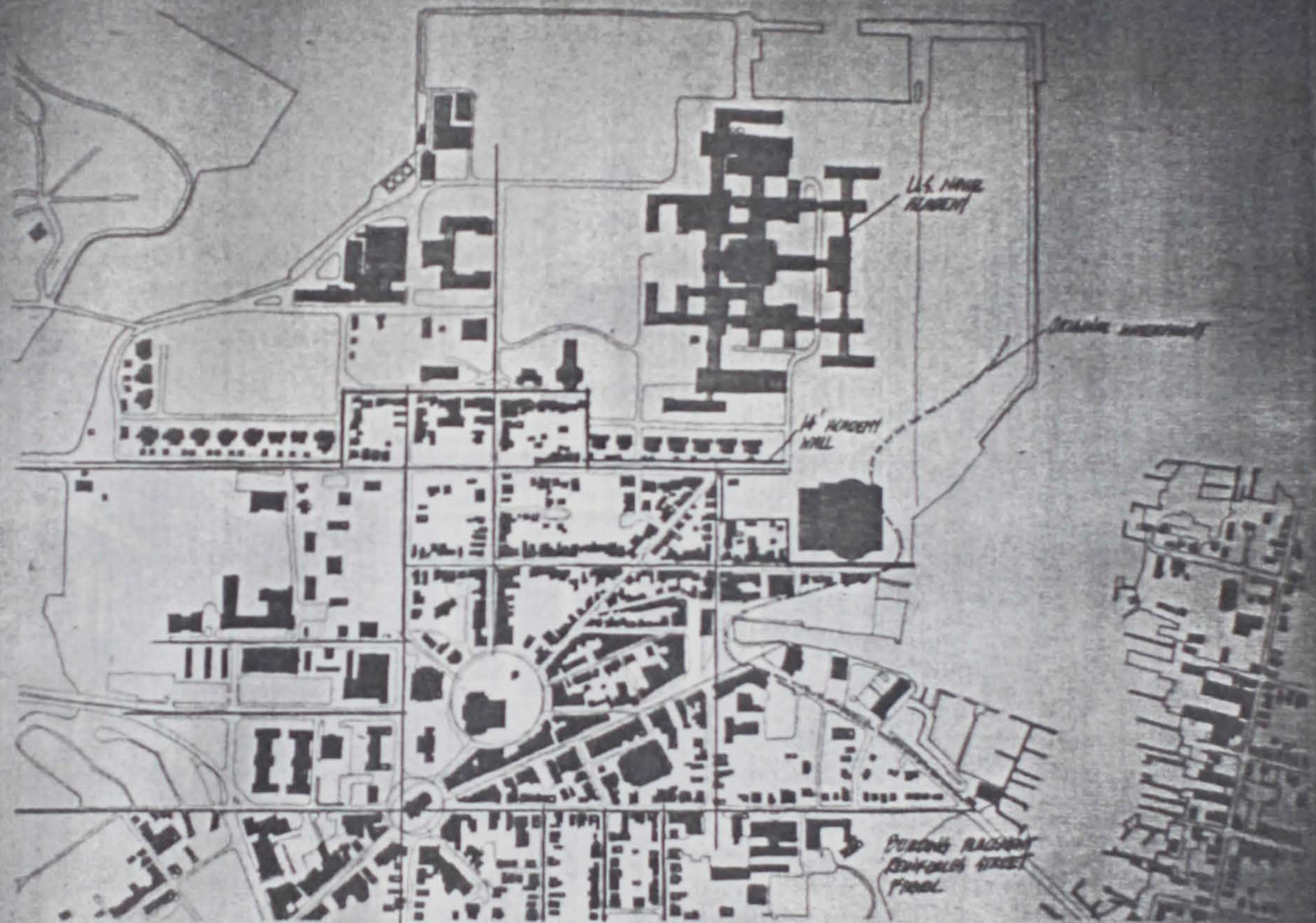
Plan

The plan of the Historic District has not changed significantly from its original design. It is baroque in character, with streets radiating from two major circles giving the town its visually dominant and organizational features. Superimposed over the radial system is a rectangular grid. As the first use of a radial planning system in America, the city served as a model one hundred years later for L'Enfants plan of Washington, D.C.

COMPONENTS

State Circle

State Circle is situated on a hill overlooking the predominantly flat town site. The circle is the present-day site of the Maryland State House. The State House is actually the third to be constructed here. The first two were destroyed by fires and structural deterioration. The circle was also the site of a number of other structures, including an armory, a conference hall, and a grammar school. Several of the Belgian blocks that were used to pave the street in 1882 still remain today.



HISTORIC DISTRICT - PHYSICAL ANALYSIS



The circle, however, is somewhat diminished in size and has become more elliptical in shape.

Church Circle

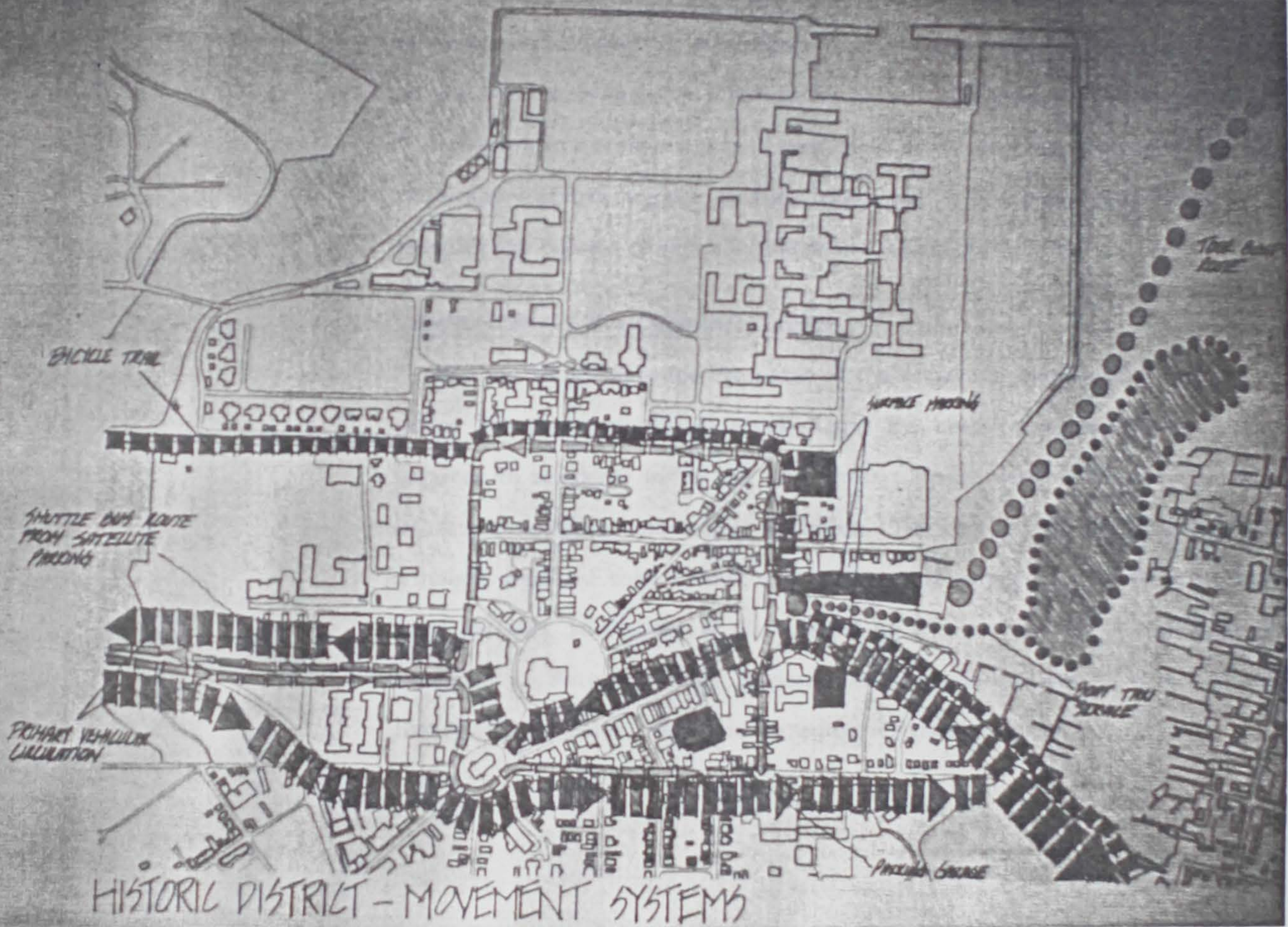
Church Circle lies directly West of State Circle and is connected to it by School Street. The present structure dating back to 1859 is the third church to occupy the site. The first church was demolished in 1839 because of its inadequate size and poor construction, and the second church was destroyed by fire in 1848. Church Circle has also evolved into an elliptical form.

Colonial Times

In colonial times, ownership of property in Annapolis was private and highly subdivided. Thus the streetscapes consisted overwhelmingly of small houses between eighteen and twenty-two feet wide. This dimension was both an expression of the standard street frontage and the fact that 20-22 feet was the maximum span of normal wooden floor and ceiling joists. Larger houses, such as the Hammond-Harwood and Paca houses are merely multiples of this street-front module.

The height and mass of Annapolis houses were similarly standardized. They were usually three stories high and sometimes three and a half if there was an English-type basement. The maximum height was four and a half stories. The internal subdivision of these buildings was similar and is clearly expressed on their exterior. Ceiling heights were consistently six to seven feet for the basement; eight to twelve feet for the parlor; and never more than seven to eight feet for the bedroom floor.





The size, shape, and location of windows was largely determined by glass sizes then available (10" x 12") and the ratio of window opening to solid wall (35% to 65%) was established by structural considerations. In their original form, the houses were never more than two rooms deep to guarantee access to light and air. There was also a commonly used roof pitch of 40 degrees. This gave the city's roofscape a fairly regular profile, which was deliberately punctuated by the steeples and cupolas of churches and public buildings.⁵

DEVELOPMENT RECOMMENDATIONS

In order to preserve the character of the Annapolis Historic District, planning policy has been established which limits the area to residential use, routine services to residents inside the city limits, typical waterfront services for the boating community, and tourist visitation. The district has also been labeled as a height sensitive zone. While new architecture is expected to fit comfortably with the old, revivalism is discouraged as it runs the risk of weakness and irrelevancy. Future building proposals are expected to seek a quiet, dignified blending of the color, scale, and materials of existing Annapolis.

THE DOCK AREA

BACKGROUND

Infill

From its beginning in the 1650s when it was known as "Todd's Landing," the Annapolis City Dock has been the center of the city's commercial and social existence. Since Todd's shipwright activities commenced on the shore of the then broad and deep cove inside the sheltering mouth of the Severn River, the cumulative encroachment of bulkheads and fill have steadily reduced its size and caused it to take on many configurations. These alterations have been largely in broad response to the changing requirements and expectations of the commercial activities of each era.

As more of the harbor became filled, it became home to usually flimsy warehouses, packing sheds, and mills. With the loss of major shipping the once bustling Dock found itself an untended wasteland, usually rutted by wagons and muddied by the guttered streams coursing down Main, Fleet, and Green Streets. It eventually became the focus of Annapolis' unofficial motto to "do something about the City Dock." Today the character of the City Dock has improved but there is still considerable public interest in developing it in a manner to better serve both residents and tourists.

CRITICAL ELEMENTS

Inventory

Many of the buildings currently surrounding the City Dock are recently built, however, there are a few of historical significance. None are much over 100 years

old as a fire in 1883 consumed the Dock and most of the buildings around it. The following is an inventory of significant buildings and places in the City Dock area.

8 Market Space--This warehouse was constructed in the late nineteenth century.

2 Market Space--built in 1740 and sold in 1750 to Samuel Middleton. This building was designated as an "inn for seafaring men."

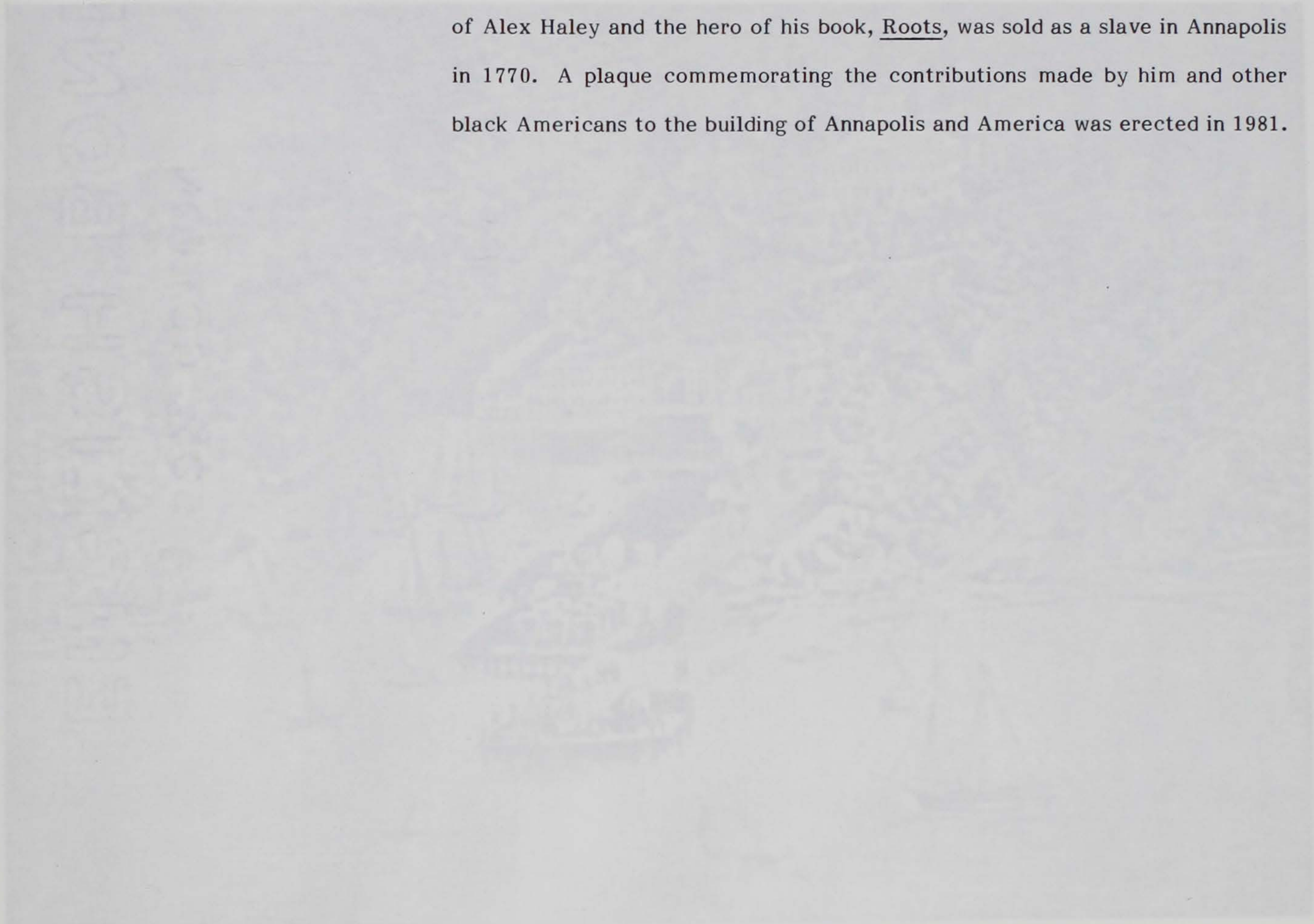
126 & 142 Dock Street--These are twentieth century buildings that function as hardware stores or "ship's chandleries" today.

132 & 136 Dock Street--These are late eighteenth and early nineteenth century structures. 136 Dock Street has a wall of exposed stone which is said to have come from the old city jail.

Market House--a market house was constructed in the center of Market Space in 1728. In 1774, it was washed away by a hurricane and replaced in 1858. It was restored in 1972 and is operated as a market by the city government.

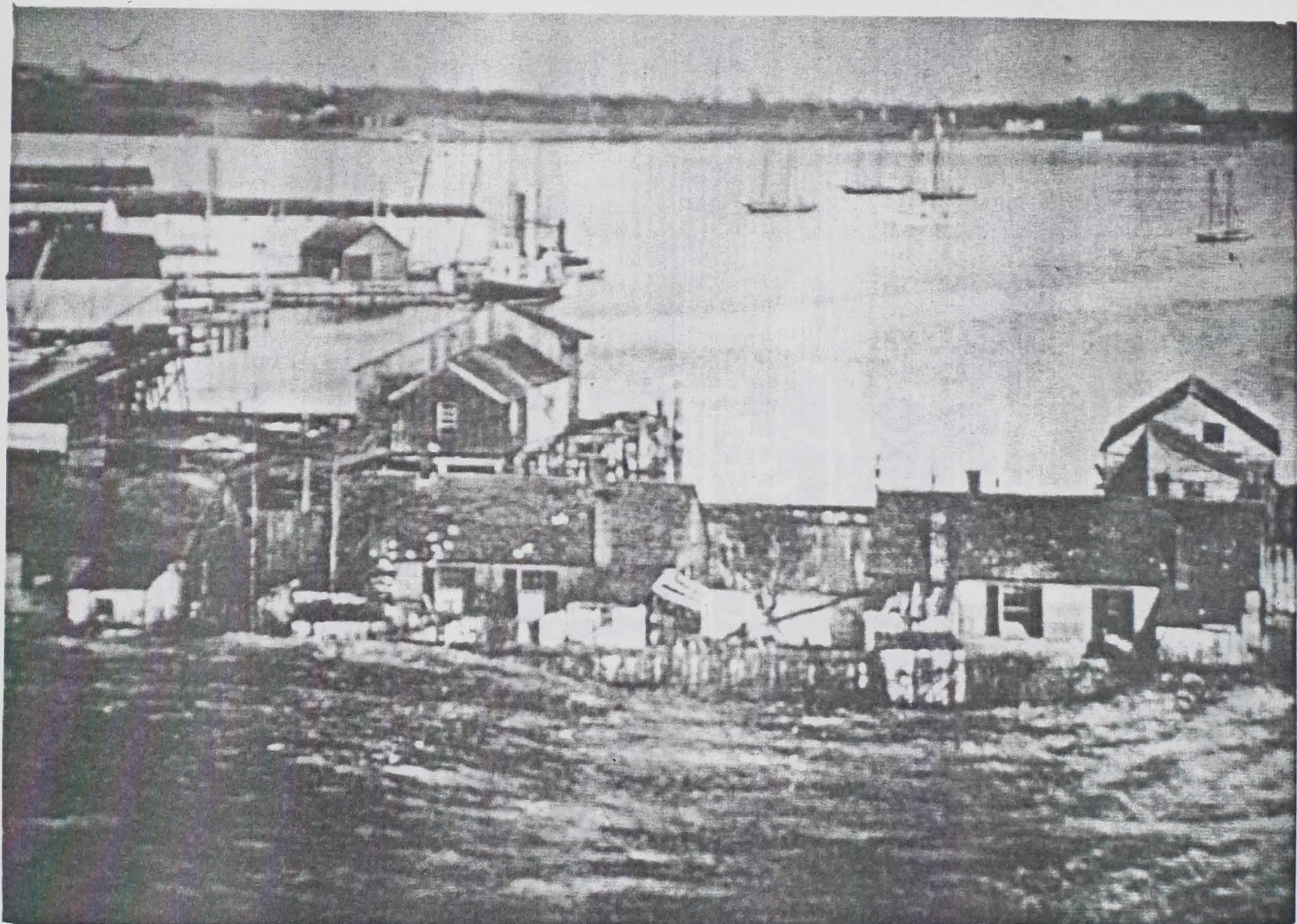
The Traffic Circle--The original planners envisioned a green park dominated by an equestrian statue at the intersection of Main and Compromise Streets. The park never materialized and a gas station arose on the circle after World War I. It was demolished in 1960 and was replaced with the flag pole and the seasonal plantings that exist today.

The sitting area at the head of the harbor—This is where Kunta Kinte, ancestor of Alex Haley and the hero of his book, Roots, was sold as a slave in Annapolis in 1770. A plaque commemorating the contributions made by him and other black Americans to the building of Annapolis and America was erected in 1981.

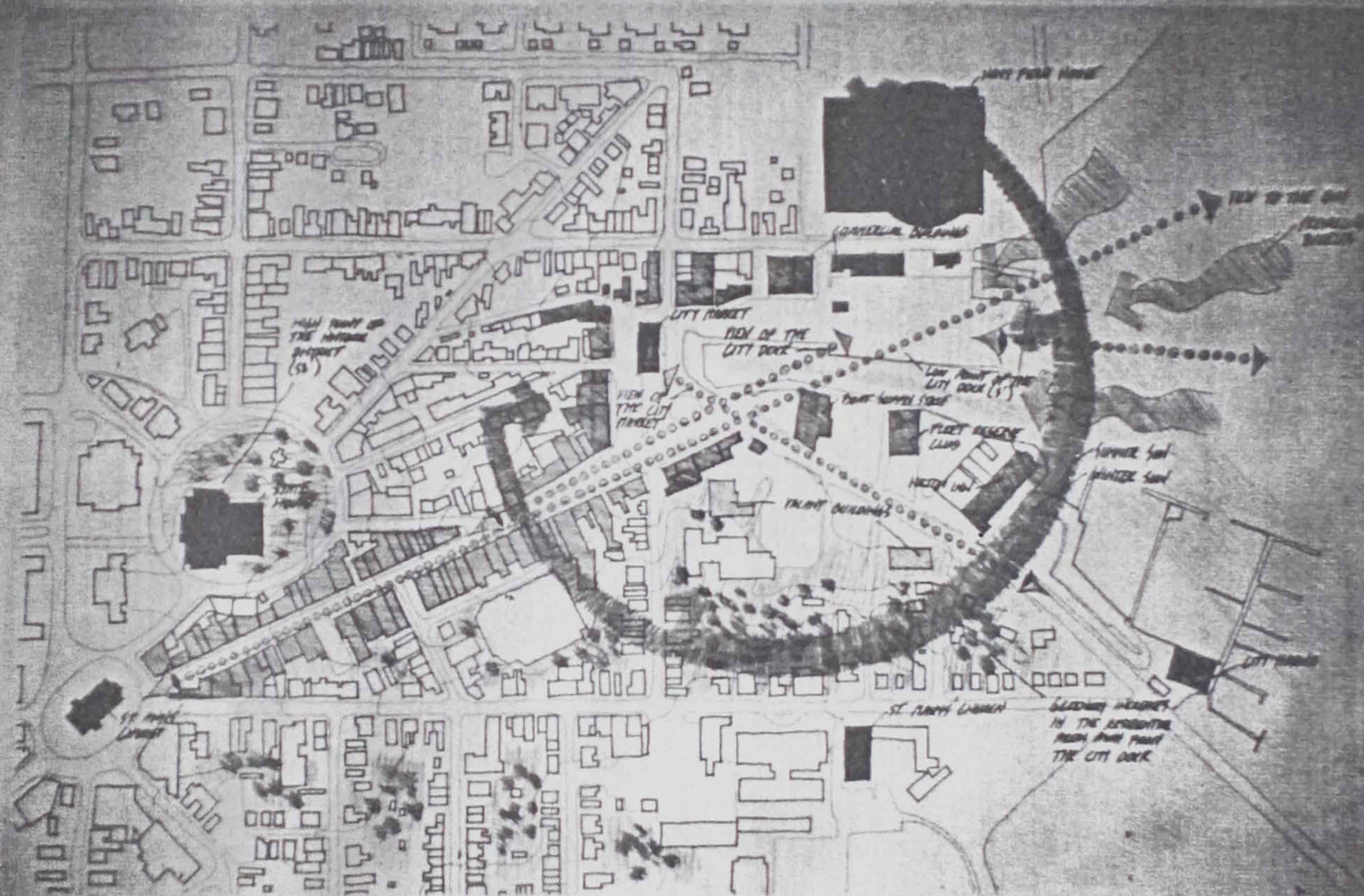












SITE ANALYSIS

LANDMARK BUILDINGS

COMMERCIAL BUILDINGS - MARKET

INDUSTRIAL BUILDINGS - MARKET

RECREATION AREAS - MARKET

WATERFRONT ARCHITECTURE

INTRODUCTION

Europe

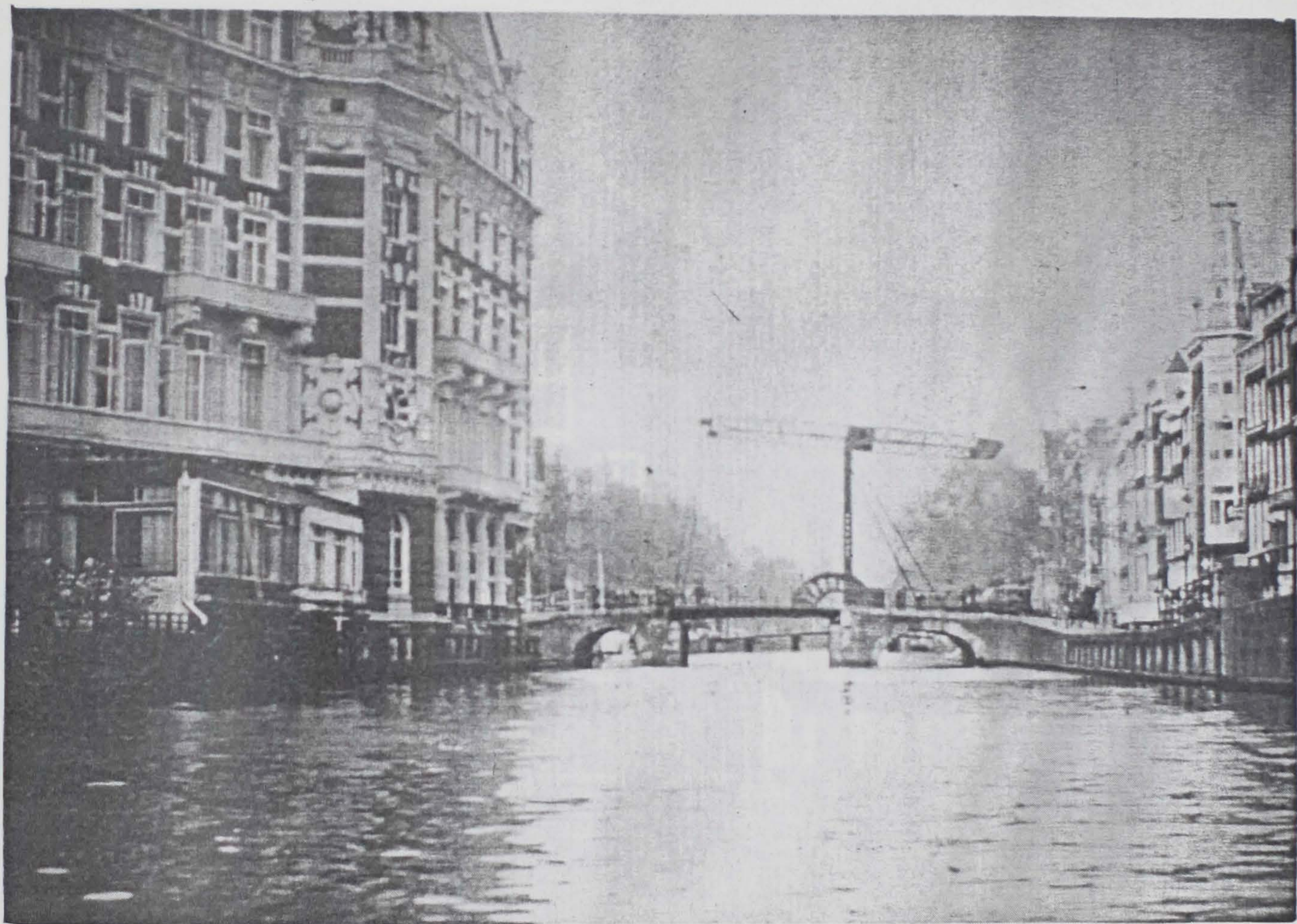
Throughout European history man has responded to the presence of water in many different ways. In several Italian coastal towns, buildings cling to hillsides as they climb to great heights above the sea. Venice and Amsterdam are cities which have been built almost entirely on filled land to redefine the water's edges. The dockyards and mills in England are examples of an architecture that has taken a functional response to the processes they enclose. The coastlines of England are also dotted with many towers that have been built for defensive purposes and to warn approaching ships of danger.

America

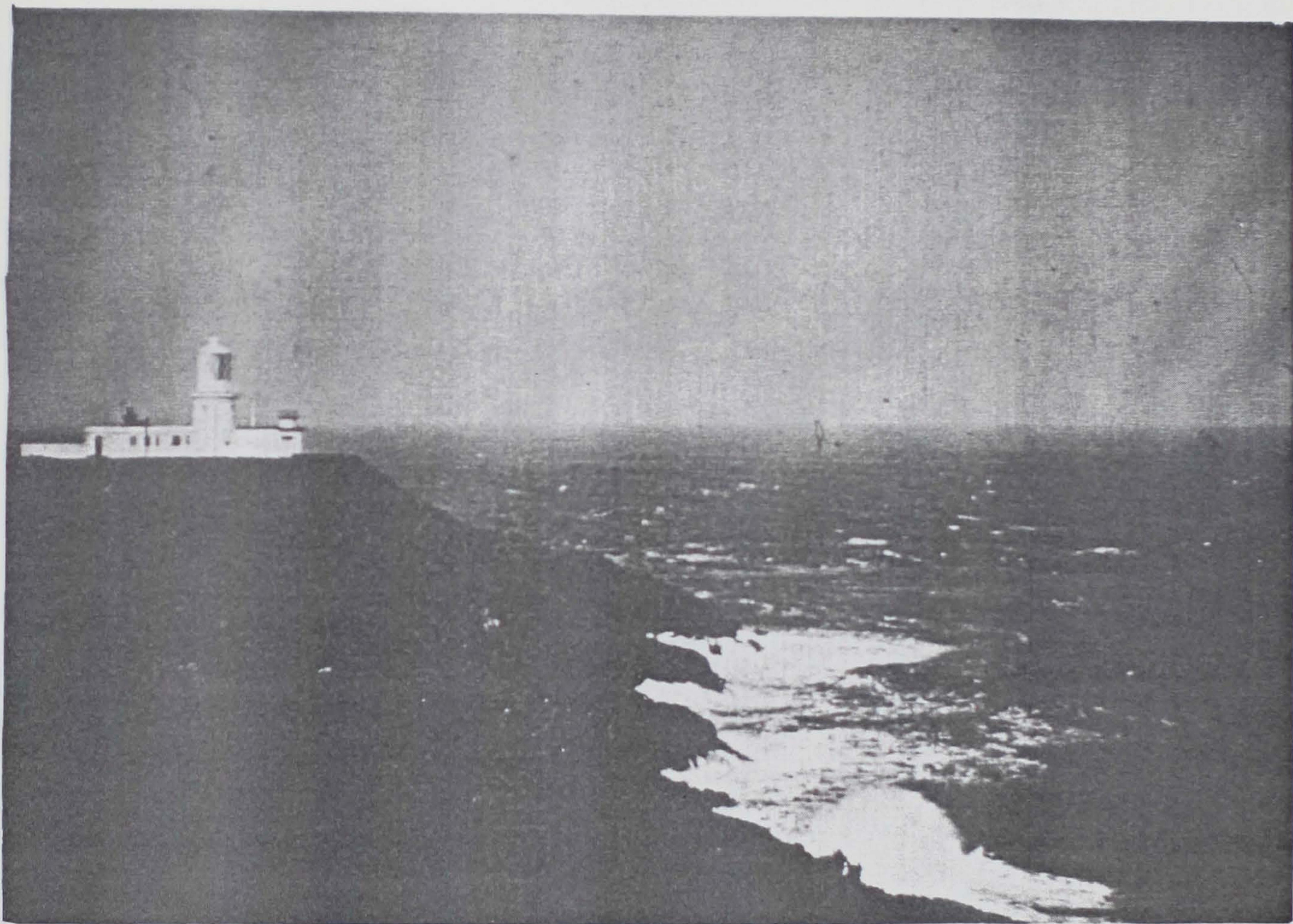
More recently Americans have responded in several unique ways to building next to water. The New Jersey shore is lined with boardwalks and pleasure piers that extend well out into the water. Many industrial cities in the North are attempting to reclaim dilapidated waterfront land through the redevelopment of existing structures and commencement of new commercial projects.

The oceans of the world are also home to a variety of unique architecture. In Hong Kong's harbor and the South China Sea, water is an immediate reality to the residents who live in floating junks and houses. Many of the ocean liners on the seas today are large enough to be considered cities in themselves. The following pages contain a further look at three examples of architecture that has responded creatively to water.









WATERFRONT DEVELOPMENT



HARBOURPLACE—A WATERFRONT DEVELOPMENT

The goal for the Harbourplace project was to bring life to Baltimore's neglected waterfront and to serve as a catalyst for the redevelopment of the city's downtown. It consists of two pavilions containing 250,000 square feet of shops and restaurants, a museum, an indoor amusement park, and an aquarium. Also provided is a waterfront promenade and numerous slips for the docking of small boats and ships.

Part of the success of this project has been due to the quality of its architectural design. The selection of appropriate imagery was an integral part of the scheme. Building forms allude to shed-like warehouses, boat houses, ferry terminals, and pleasure pavilions. Building mass is successfully broken down with a rhythm generated by the slips in the city's marina. The architecture of Harbourplace is festive in character and serves as a backdrop for a wide variety of human interactions and activities.

HASTINGS PIER—MAN AND THE SEA

The relationship that man shares with the water may well be exemplified in the piers that he has built. Hastings Pier on the English Channel illustrates the limitation and vulnerability of man's architecture compared with nature's awesome power. It conjures up images of masts silhouetted against the sky, water pounding against a ship's hull, and even a lighthouse on a rocky point. It can also





be compared to a road vanishing into the sea. This imagery may be helpful in understanding the relationship that Annapolis shares with the bay.

PORTOFINO—A CITY AND ITS WATERFRONT

Portofino is a small Italian fishing village on the Northern coast of the Ligurian Sea. The waterfront in this town is the orienting element for all activities. Fisherman, shopkeepers and residents all become an integral part of its shoreline which is the primary generator for the city's form. The water's presence is also conveyed through sounds and smells. It is Portofino's nearly complete immersion in water that makes being there a memorable experience.



PLANNING COMPONENTS

INTRODUCTION

Water

Historical studies of the City Dock combined with lessons learned from previous case studies indicate that a solution to the problems Annapolis is currently facing may be found through a redefinition of its waterfront. A widening of the harbor may reestablish some of the prestige associated with its earlier deep water port, while also enforcing the dialogue between water and land, and boats and architecture. This approach seems especially appropriate in a city that has changed the form of its waterfront on several occasions throughout history.

Massing

Preliminary massing studies have indicated a potential carrying capacity for future development on the City Dock. Based on this capacity planning components have been limited to those that will promote a higher quality of tourism in Annapolis while strengthening the relationship that the historic city shares with the academy. These components are described on the following pages of this chapter.

HISTORIC CITY

Visitor demand for lodging in Annapolis far exceeds supply. An appropriate use for a portion of the City Dock might be to help alleviate this problem.

U.S. NAVY

Academy Entrance and Wall

The pedestrian entrance to the U.S. Naval Academy is removed from the city center and is difficult to find. An awareness of the academy's presence along with a new expression of entry should therefore take place on the City Dock. Presumably this would assume the appearance of a gate or entry pavilion along with a continuation of some form of the academy's wall. Architecturally the wall should be both expressive of its defensive purpose and serve as an invitation to all visitors who are welcome to pass through it.

Naval Officers Club

The Fleet Reserve Club is primarily a social club for reserve officers and their families. Members undertake many charitable services in the community as well as at national levels. It also concerns itself with promoting the public image of the United States Navy. The club needs to reflect the Navy's proud tradition and the building should hold a place of prominence on the City Dock.

Bandstand

The Naval Academy's bands perform on the City Dock under rather make-shift conditions. A proper setting for this activity with ample sitting and standing room should be provided for the bands to play throughout the year. This setting should be visually dominant and possibly serve as a focus of deck activity.

HISTORIC CITY

Lodging

Visitor demand for lodging in Annapolis far exceeds supply. An appropriate use for a portion of the City Dock might be to help alleviate this problem.

Lodging could be located on the waterfront where views of the bay and Historic District would be capitalized upon. Adequate vehicular parking should accompany the proposal, although many visitors will be arriving by boat. A restaurant and small conventions facility could be included, however, the size and scope of the entire scheme should be responsive to the scale of the city and its limited needs.

City Marina

Annapolis continues its fine maritime tradition by serving as a major pleasure boating center on the intracoastal waterway. It is important, therefore, that a fully equipped marina be included in the future plans for the City Dock. Support facilities for boating visitors could include changing areas and convenience stores, as well as sail repair shops, ship chandleries, and bait and tackle stores. Adequate parking should be provided for the marina although the majority of boaters are in transit and do not have vehicular ties to the land.

City Park

A green park is needed within the harbor area. It would be a place for residents and tourists alike to picnic, sunbathe, and relax. There is a well established historic precedent for such a space inasmuch as much of the original dock area consisted of a grassy slope leading down to the water's edge.

Open Air Market

An outdoor market on the City Dock would introduce a commercial vitality associated with a working seaport. It could be temporary in nature and operated only during the warm months or designated weekends. It could offer exotic foods and spices from Baltimore, fruits and vegetables from neighboring agricultural

areas, and oysters, fish, and crabs from the Chesapeake Bay. Restaurants currently located adjacent to the City Dock could be asked to provide outdoor dining areas to complement the market atmosphere.

COMMON FACILITIES

Visitors Center

The purpose of a visitors center is to welcome guests and introduce them to the city. It would logically be located on the City Dock, which is the primary arrival point and focus of activity in the Historic District. It is assumed that travelers would prefer to spend the majority of their time enjoying the sights of Annapolis rather than inside a visitors center, therefore it should be minimized in size and efficient in purpose. The center should be responsive to the outdoor experience afforded by the city. It should be visually dominant in the harbor and easily accessible to visitors.

Maritime Museum

The addition of a maritime museum on the City Dock would help emphasize the cultural aspect of tourism in Annapolis. The theme of this museum would be the depiction of life on the Chesapeake Bay, including the region's history. Exhibits would primarily be furnished by the City of Annapolis and the U.S. Navy, but might also be sought from other coastal communities.

Boat Landings

The City Dock should provide landing areas for at least three different types of boats. Fishing boats require slips adjacent to the city's market and eating establishments. Taxi boats ferry passengers between the ships moored outside

of the harbor and shore and need only shallow water dockage. Tour ships carry passengers past the academy grounds and up the Bay to Baltimore and require a large amount of relatively deep water dockage.

Parking Facilities

A recently activated satellite parking system in Annapolis has been an effective way of handling car storage while alleviating traffic congestion. Nonetheless, additional parking in the downtown will still be required. A parking garage constructed in proximity to the Historic District and the academy would serve both areas. Its scale and appearance need to be carefully studied to assure its appropriateness within the existing city fabric.

MARITIME MUSEUM PROGRAM

EXHIBIT DESCRIPTION

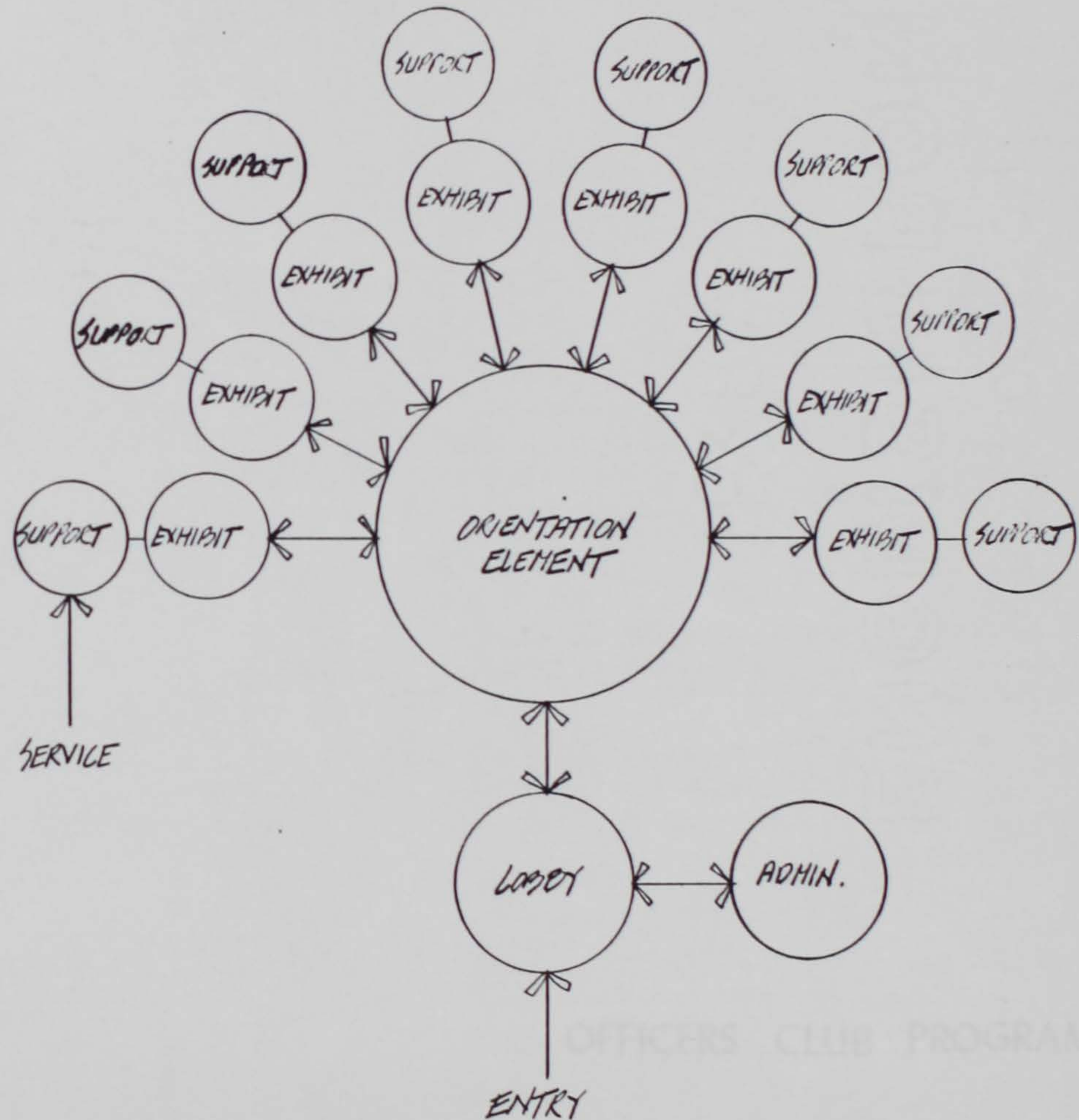
A common theme to the Maritime Museum would be the Chesapeake Bay and the life surrounding it. Since Maryland's past is so closely linked to water, a collection of maritime exhibits would be used to depict the history of the state.

- Wartime booty acquired by naval ships in past sea conflicts on the Bay.
- Paintings of naval heroes who are associated with Annapolis and the academy together with a memorial honoring the sailors who have perished at sea.
- Models of historic ships depicting the changing face of Chesapeake seafaring life.
- Produce and handicraft shipped from Maryland ports.
- Antiques and furniture from coastal homes and ships of the Chesapeake.
- An aquarium containing a cross-section of the diverse marine life in the Bay.
- Rock, gem, and fossil collections uncovered from state geological digs.

SPACE REQUIREMENT

Lobby	1,300 sq. ft.
Administration	1,300 sq. ft.
*Exhibition Area	10,500 sq. ft.
Exhibition Support	<u>7,000</u> sq. ft.
Net Area	20,100 sq. ft.
Circulation	3,015 sq. ft. (15% of net)
Support	<u>4,020</u> sq. ft. (20% of net)
Gross Area	27,135 sq. ft.



FUNCTIONAL RELATIONSHIPS

OFFICERS CLUB PROGRAM

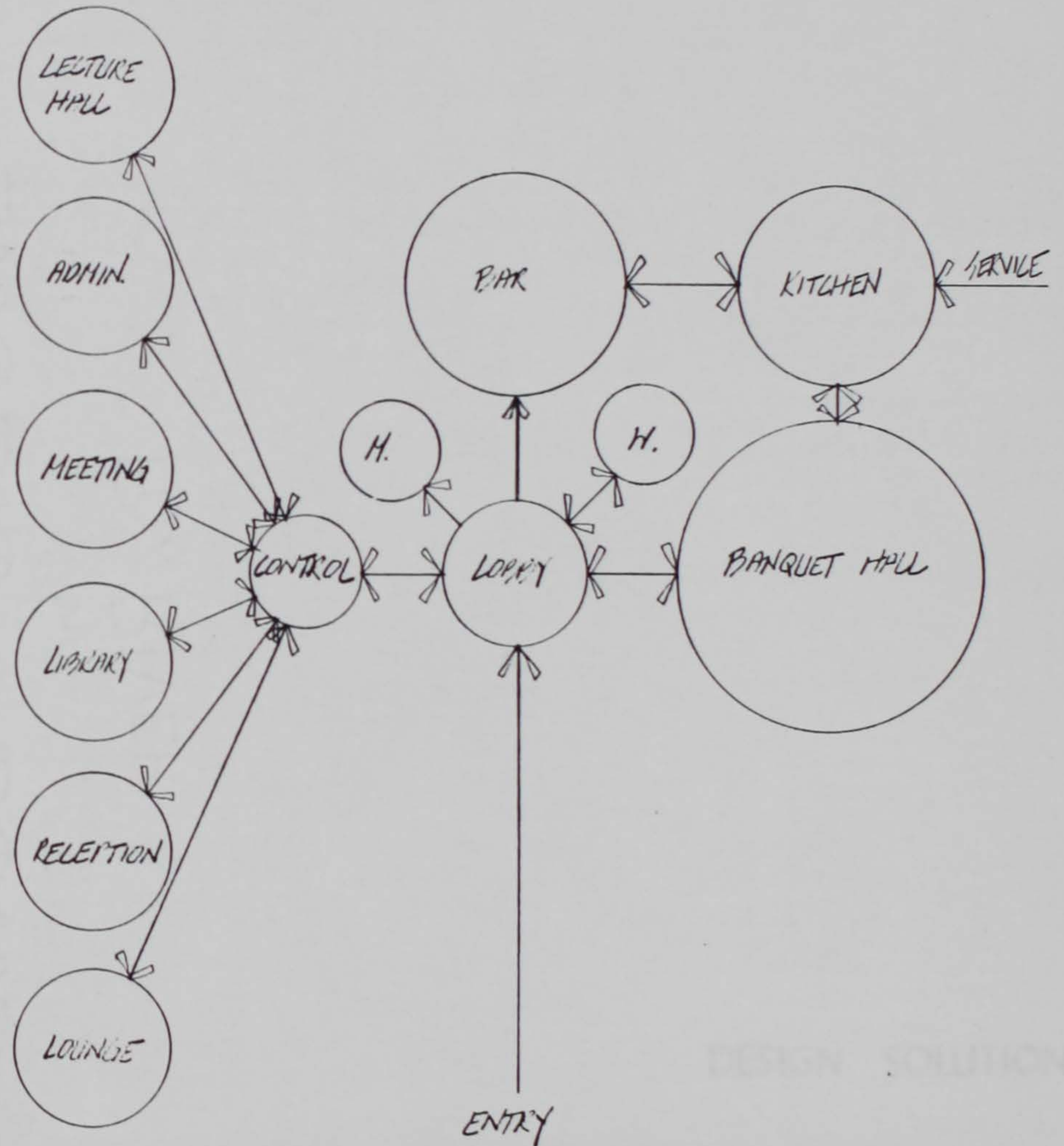
ACTIVITY DESCRIPTION

The social interaction among Navy Reserve Officers and their families is a primary function of the Fleet Reserve Club. Many of the club activities, such as preparing and making newsletters, and maintaining correspondence with other officers clubs promote this purpose. The officers club will also serve as a place to welcome naval personnel and other guests to the city of Annapolis. It would function as an exclusive Navy visitors center. Guests would be given a place to eat, drink, recreate, or simply relax in the heart of the city. Additionally the club would provide a library offering current naval literature.

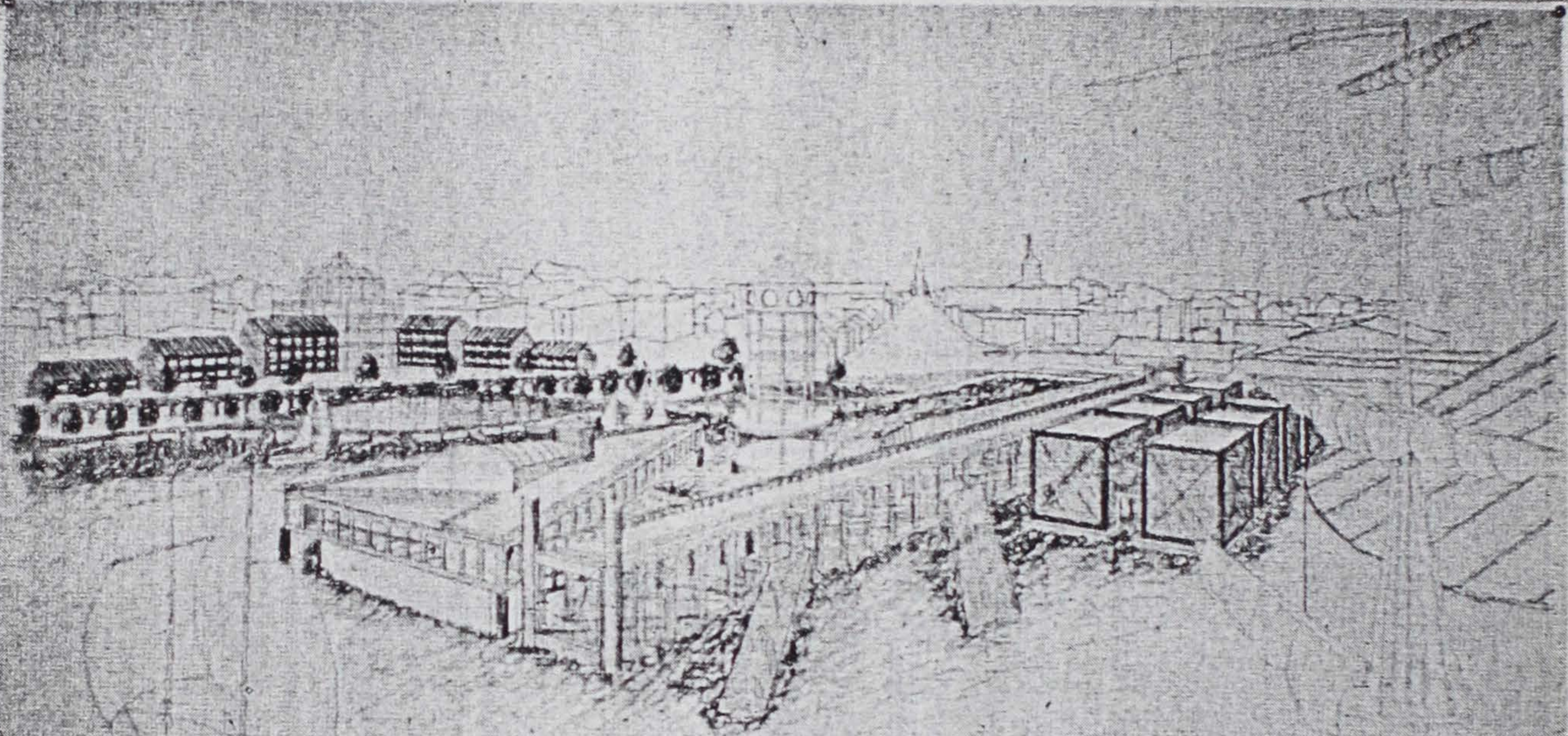
Meetings are held frequently throughout the year. As many as 150 members may be in attendance at one time. These usually include the serving of beverages and light snacks. Banquets and other large gatherings would also be held throughout the year. To justify the space required to accommodate these activities it is felt that alternate uses for it must be found. Presumably its seating area, kitchen and bar facilities could serve as a public restaurant when not in use by the Navy.

SPACE REQUIREMENTS

Lobby	1500 sq. ft.
Bar	1,500 sq. ft.
Banquet Hall	6,000 sq. ft.
Reception	750 sq. ft.
Lecture Hall	2,000 sq. ft.
Administration	2,000 sq. ft.
Library	1,000 sq. ft.
Meeting Area	1,000 sq. ft.
Recreation Area	1,000 sq. ft.
Lounge	2,000 sq. ft.
Kitchen	2,500 sq. ft.
Service	<u>700</u> sq. ft.
Net Area	21,950 sq. ft.
Circulation	3,292 sq. ft. (15% of net)
Support	<u>4,390</u> sq. ft. (20% of net)
Gross Area	29,632 sq. ft.

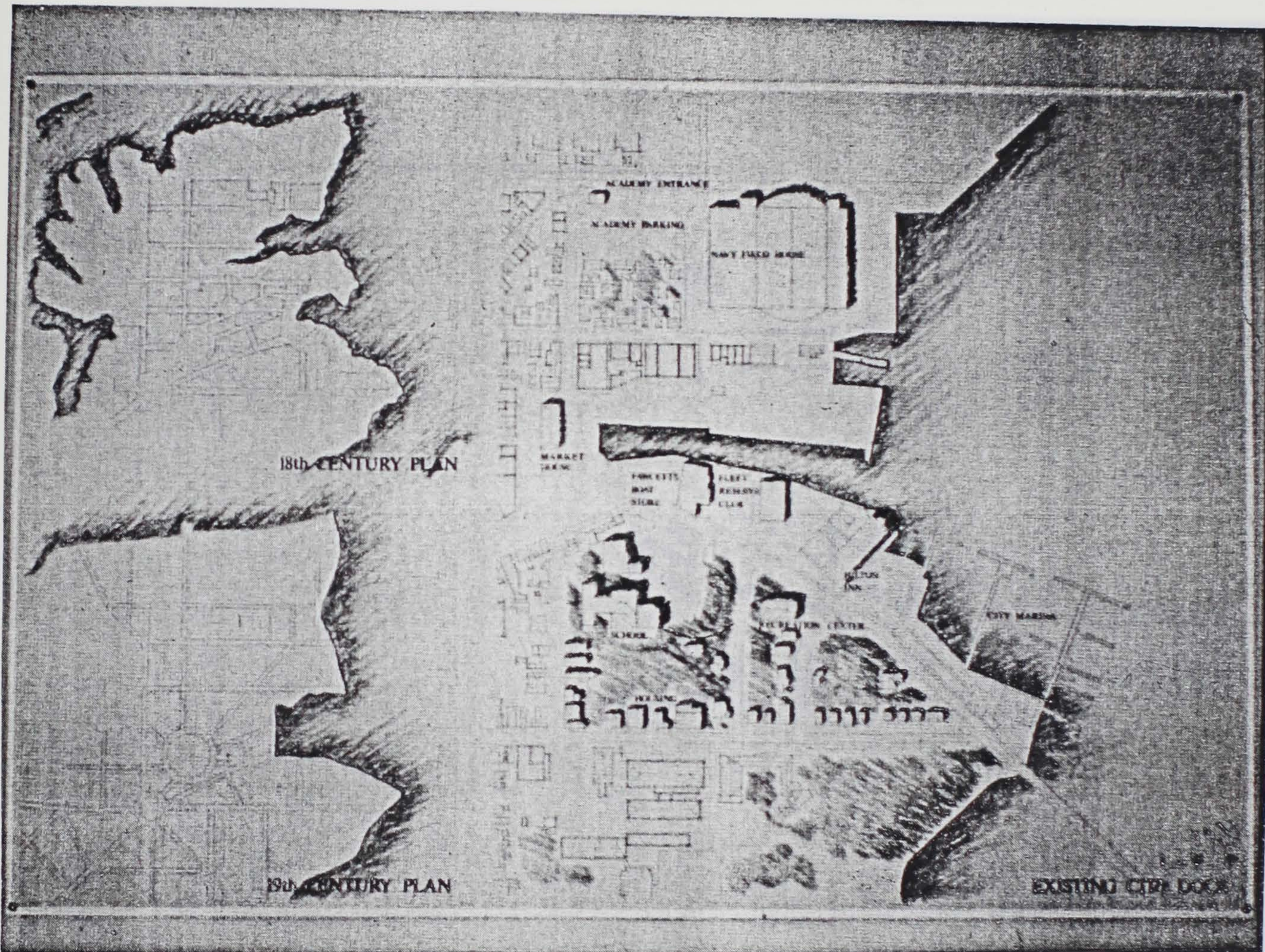
FUNCTIONAL RELATIONSHIPS

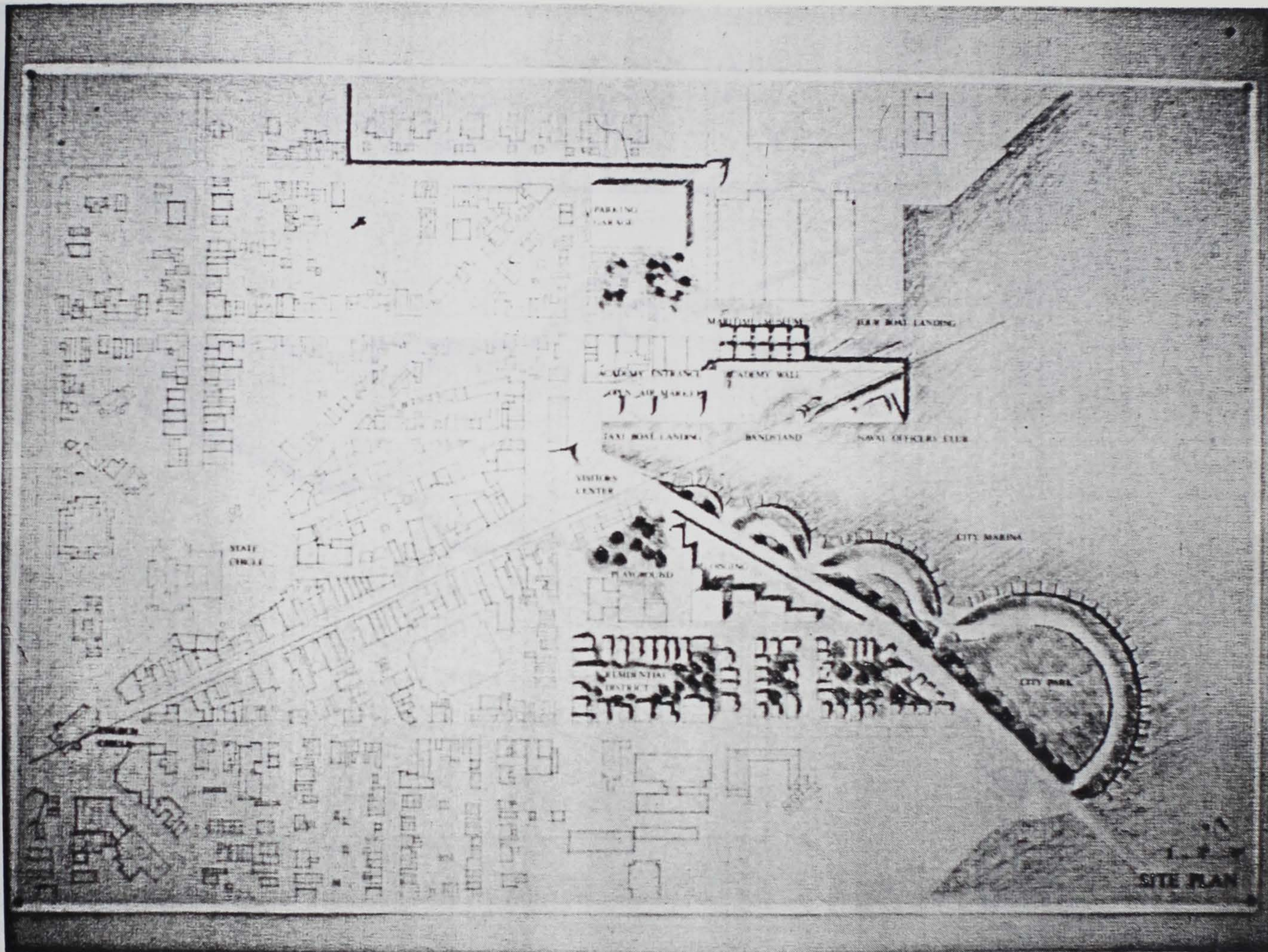
DESIGN SOLUTION

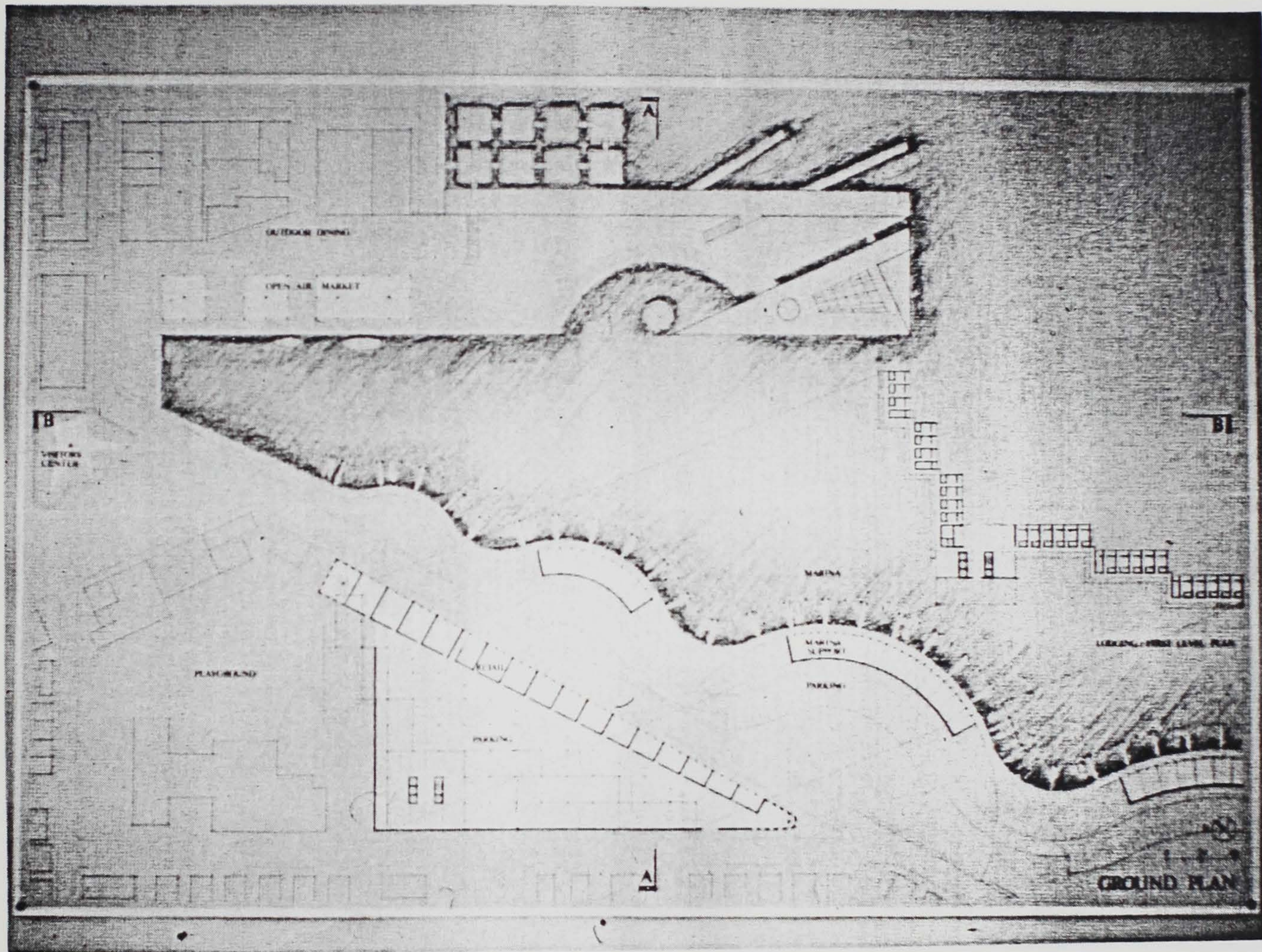


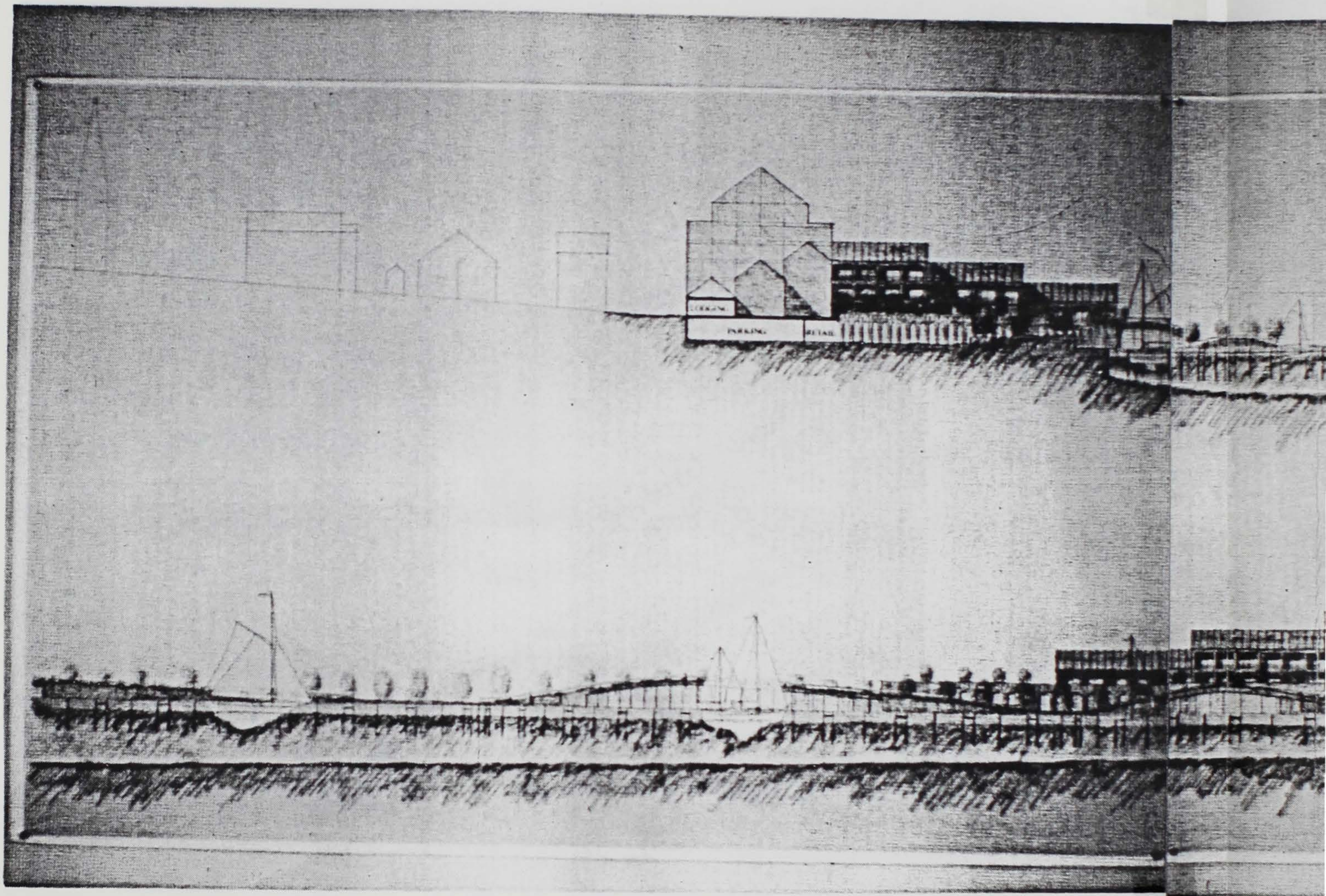
TODD'S LANDING

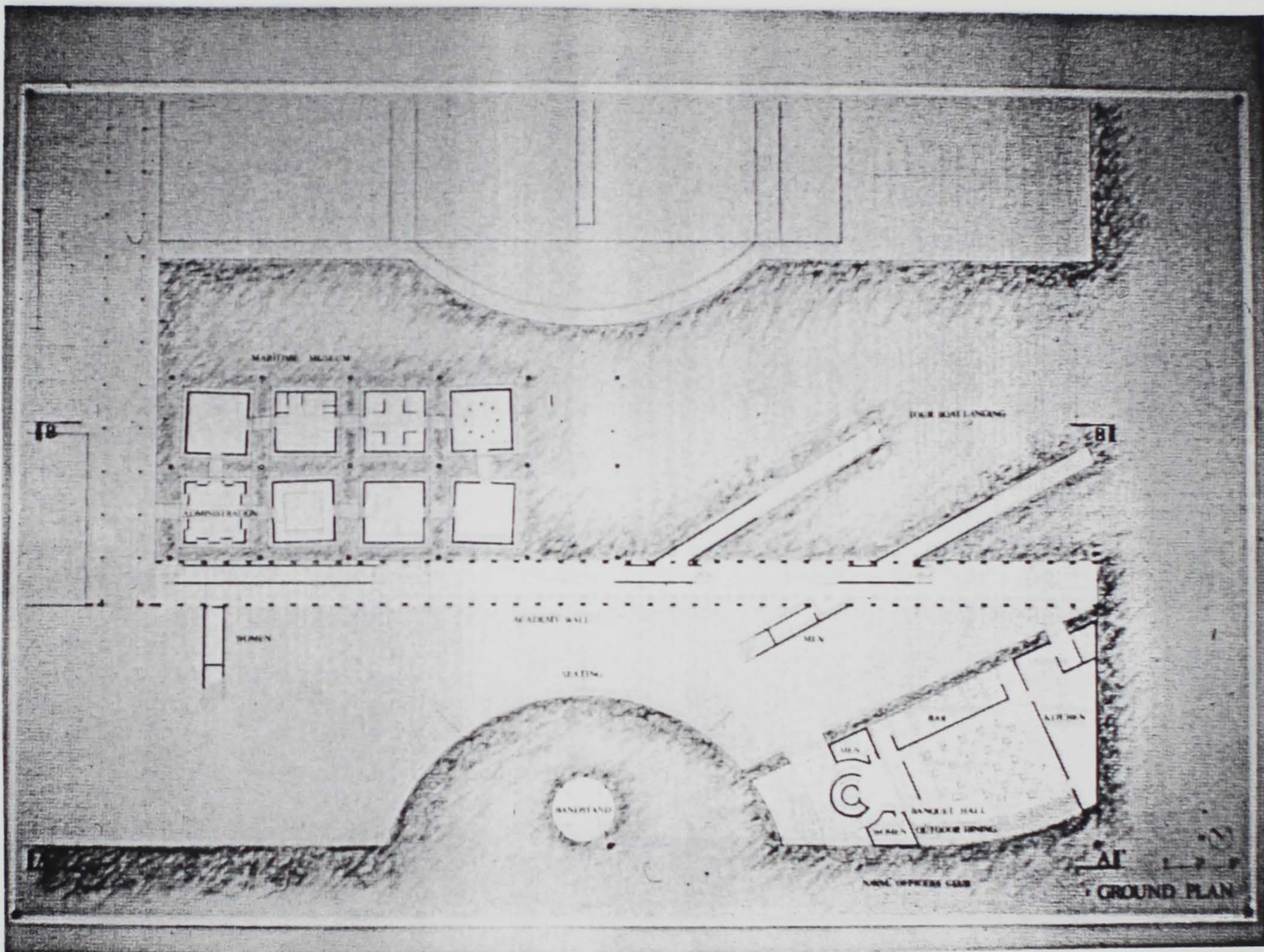
THE REDEVELOPMENT OF THE CITY DOCK
ANNAPOLIS, MARYLAND



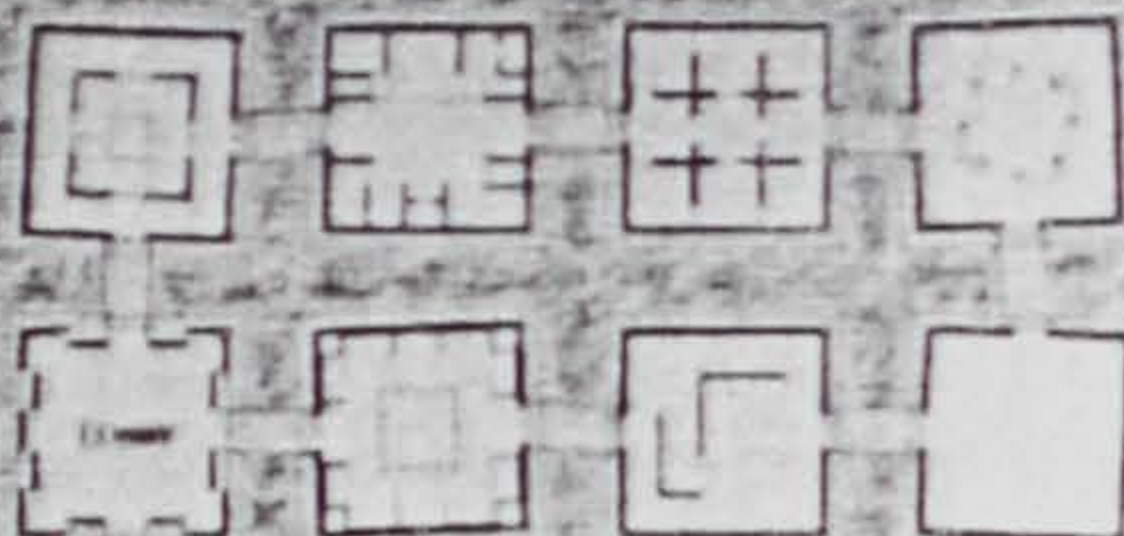








READING MUSEUM



SCALDING HALL

LECTURE HALL

WALL COVERING

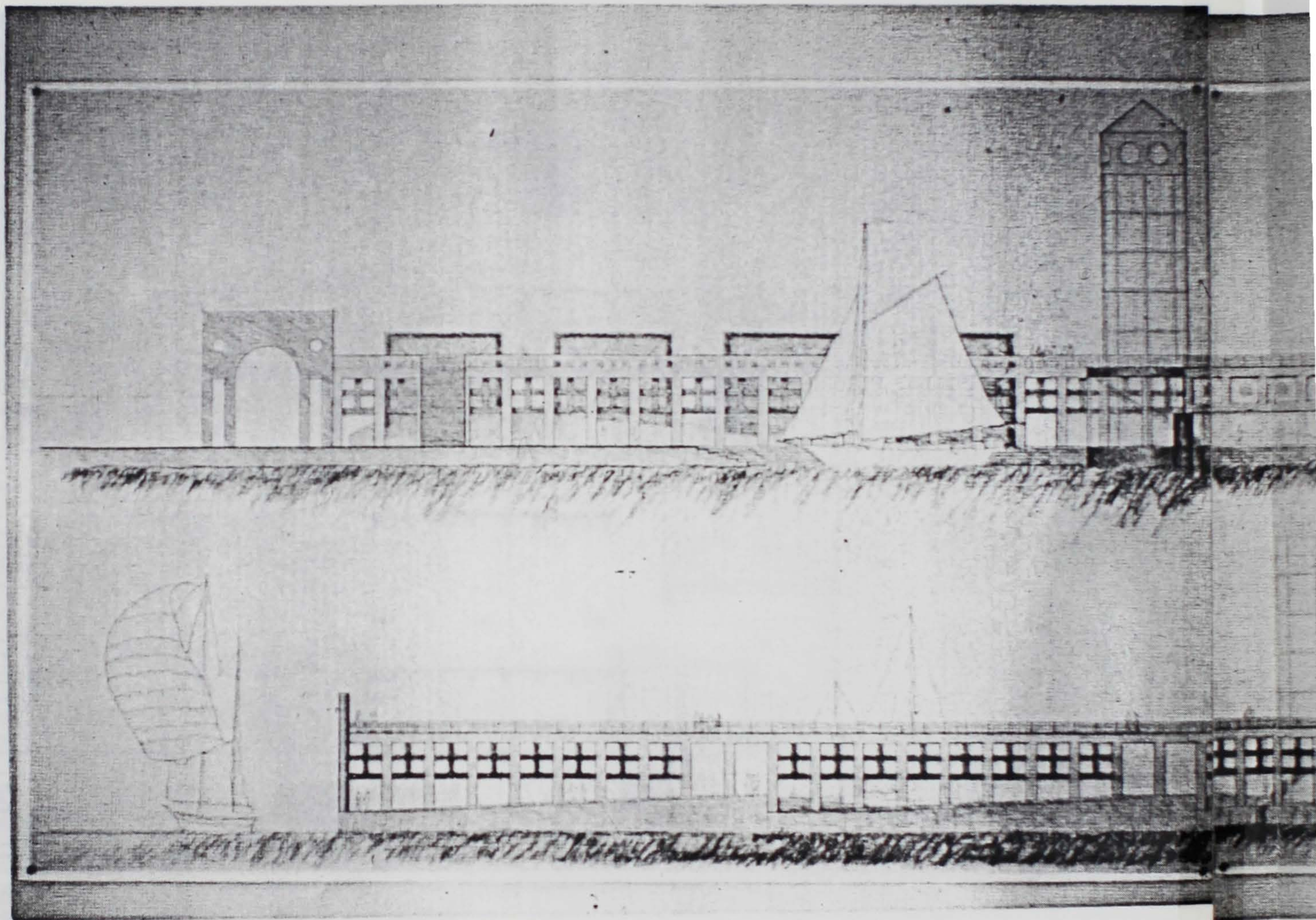
LIBRARY

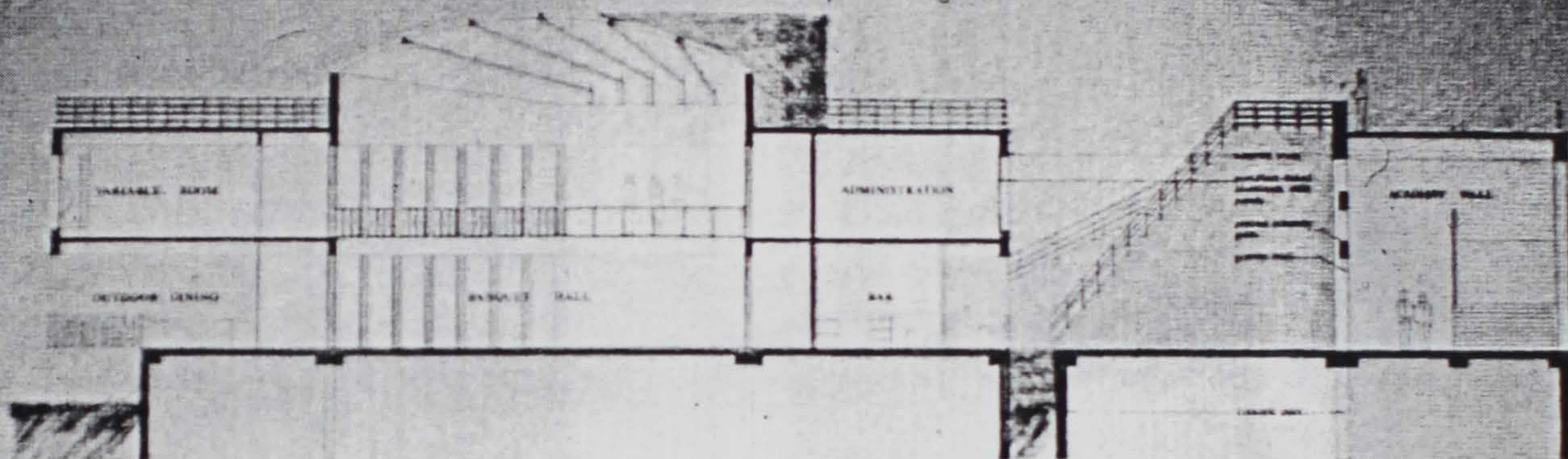
OPEN READING

OUTSIDE LIVING

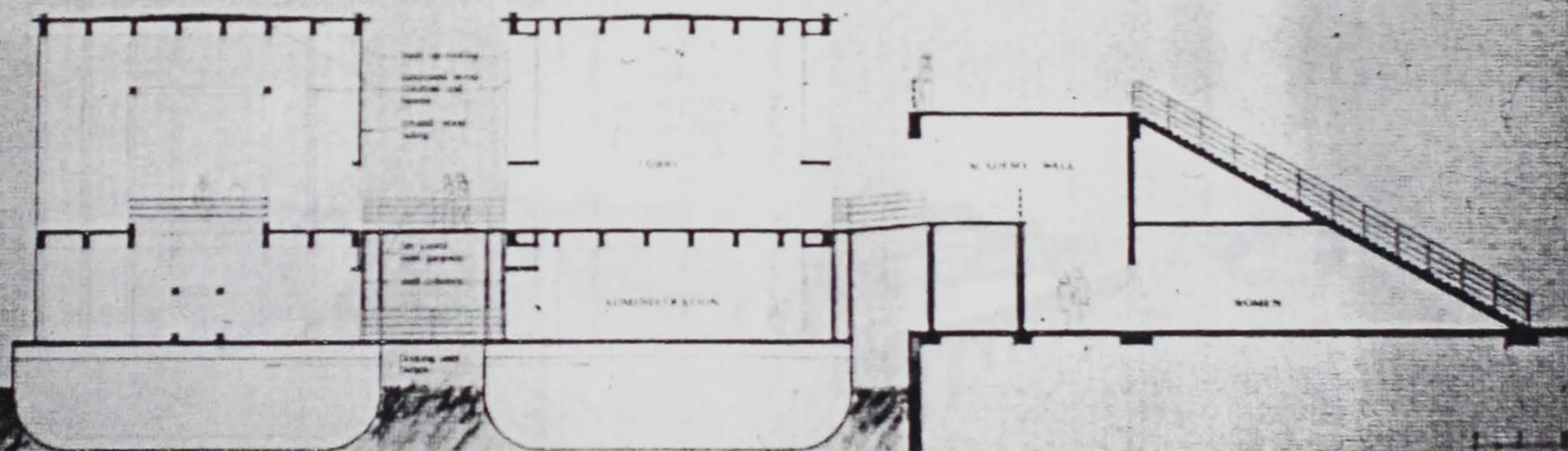
VARIOUS ROOMS

FIRST LEVEL PLAN

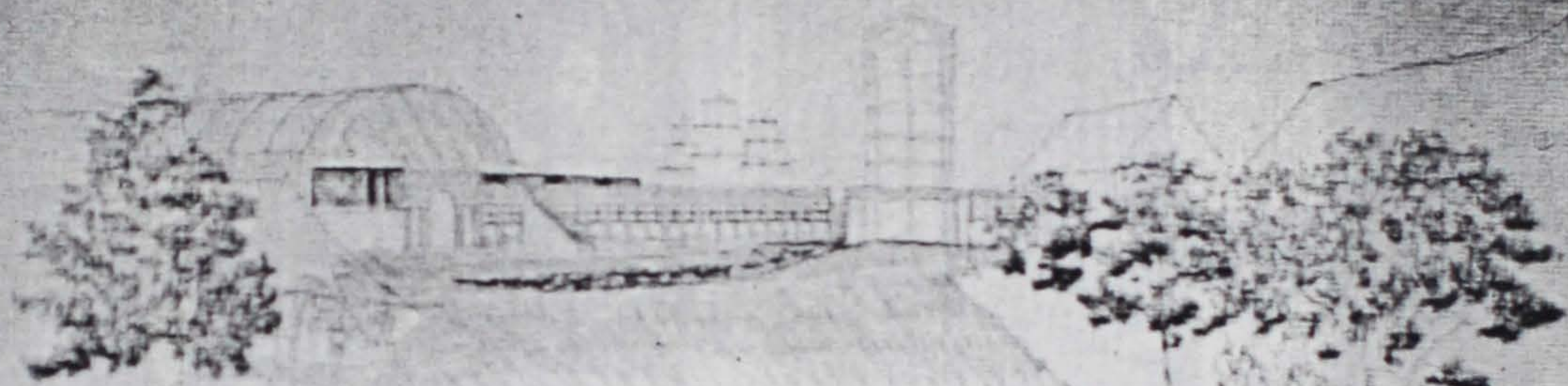




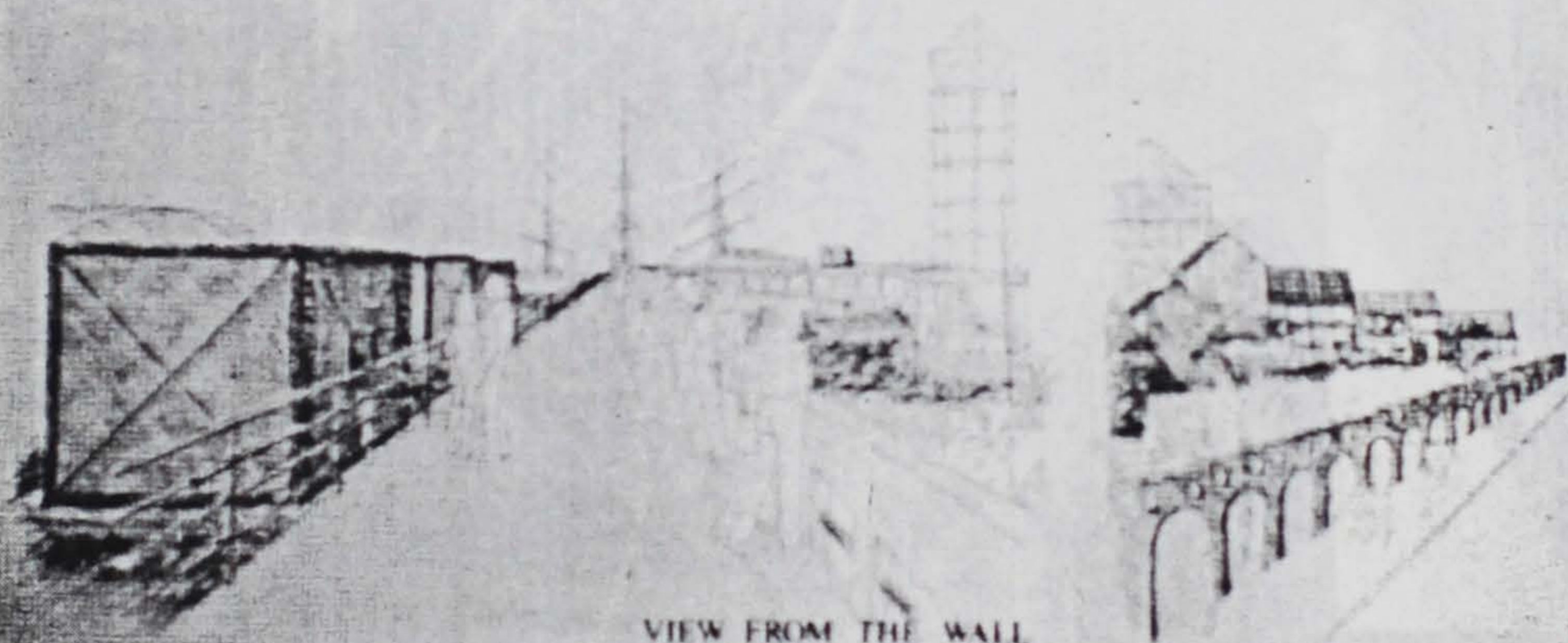
SECTION CC



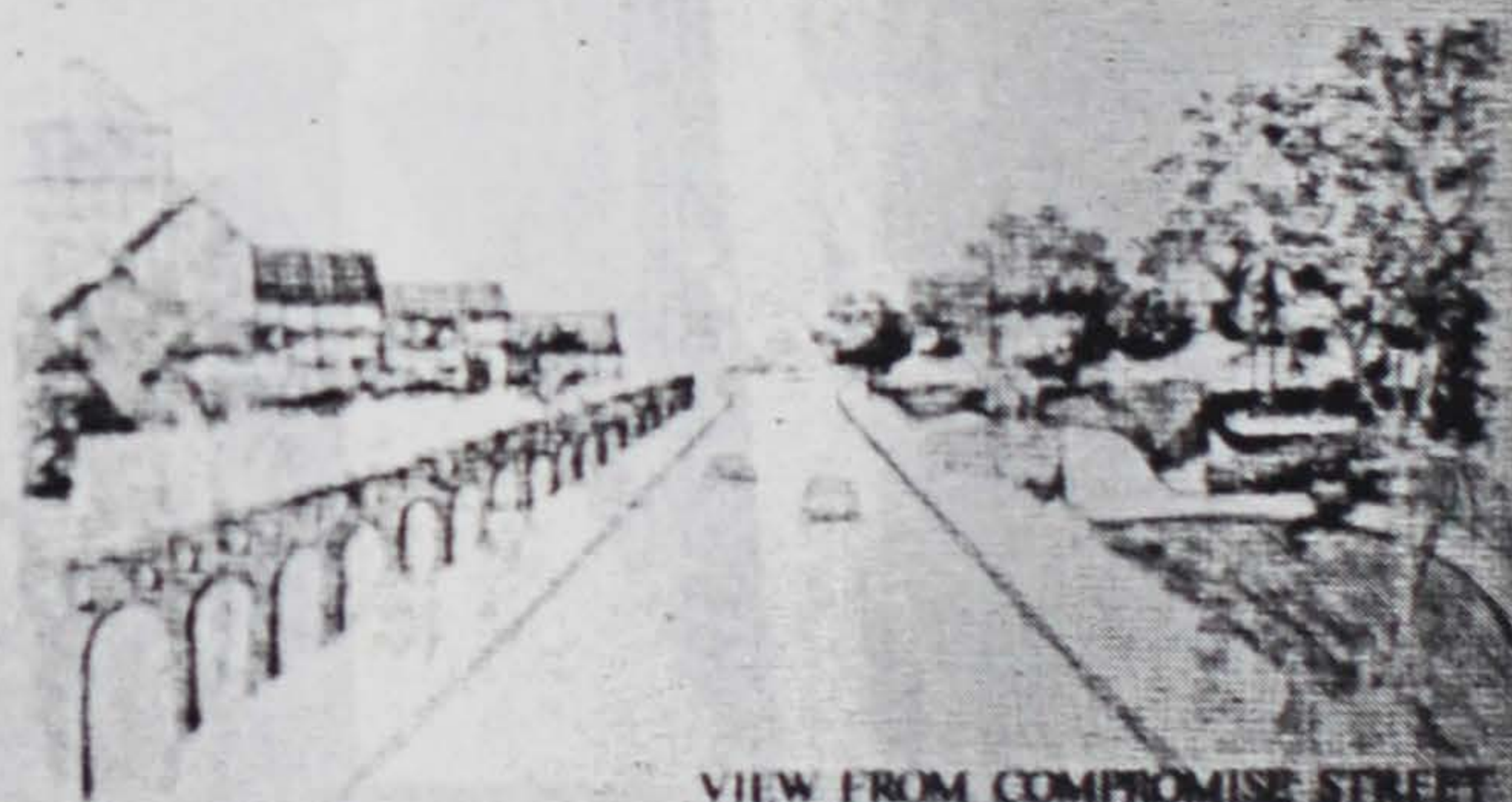
SECTION DD



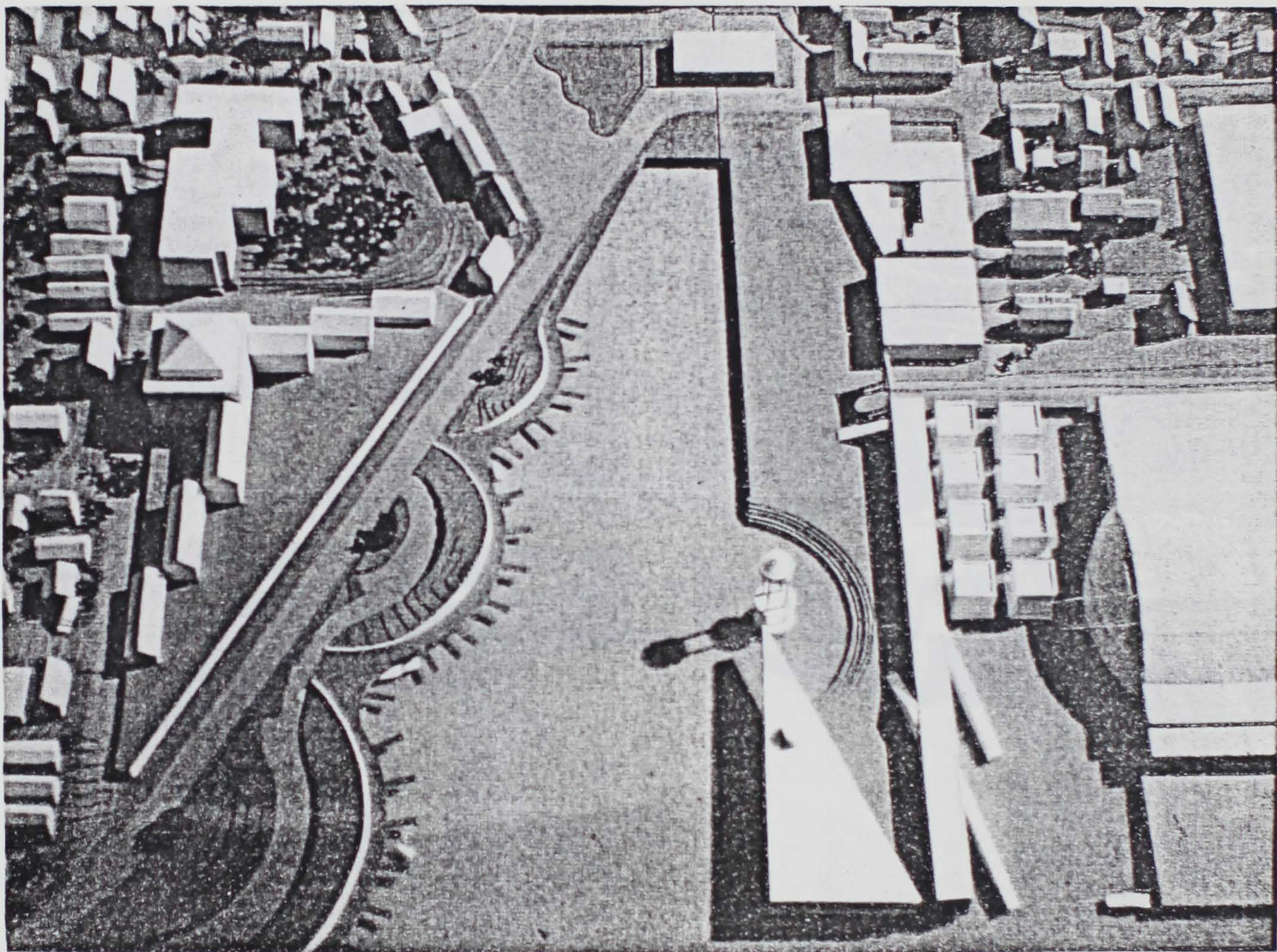
VIEW FROM MAINSREET

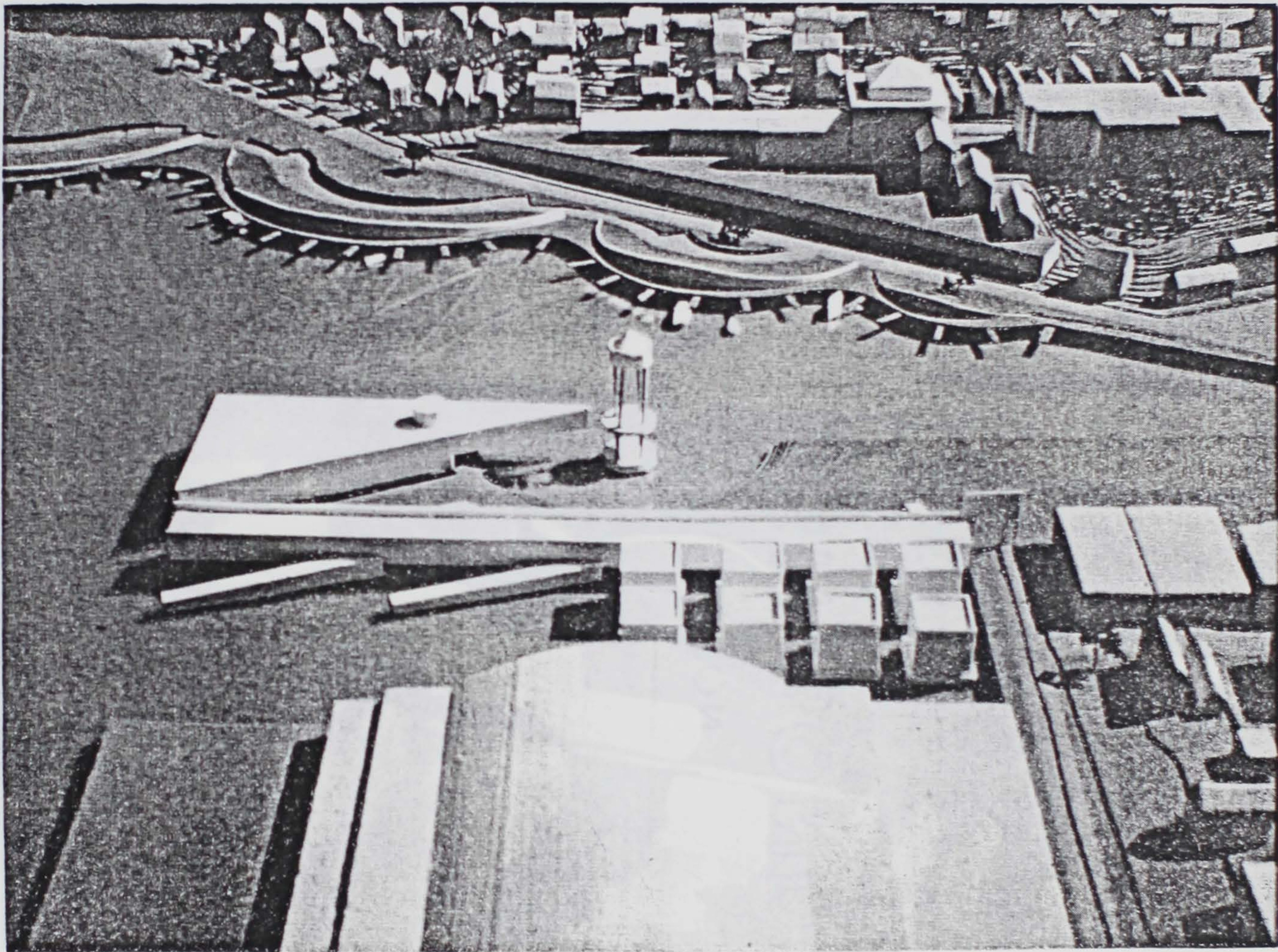


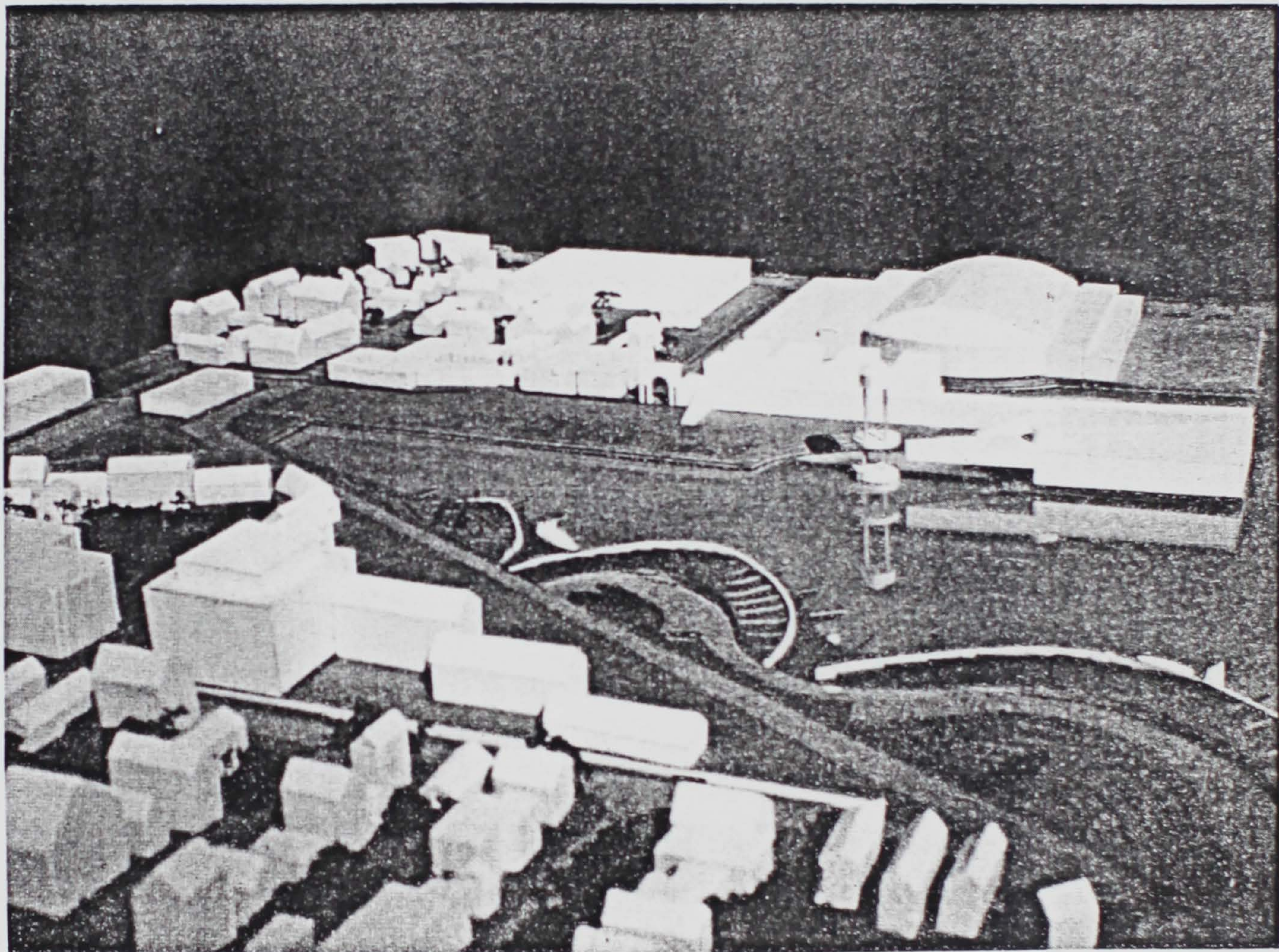
VIEW FROM THE WALL



VIEW FROM COMPROMISE STREET







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